# HORIZONS

Read: 'On The Firing Line' . . . in Vietnam Page 4-5

Vol. 2, No. 8 | Published biweekly for the people of the Department of Transportation/Federal Aviation Administration | April 15, 1968


**Bowman**

**With the skill of Robin Hood, Thomas Baker takes careful aim for another bullseye shot during a recent archery meet in Tennessee. Baker, Assistant Chief of Airway Facilities in the Memphis Area, is an organizer and a past president of the West Tennessee Archers.**

## Sportsman FAAer Is Local Leader

MEMPHIS—Thomas Baker, FAA career employee, avid sportsman and outstanding community leader, has been named 1968 President of the West Tennessee Sportsman's Association (WTSA).

Baker, who is employed as Assistant Chief of Airway Facilities in the Memphis Area Office, will direct activities of more than 3,000 members of WTSA, who are dedicated to protecting the sportsman's interests and preserving outdoor life.

A skilled archer and expert rifleman, Baker helped to organize the West Tennessee Archers and is past President of that organization. He even constructs his own bows and arrows of wood and fiberglas. He is equally at home on the skeet range, is accomplished at trap shooting, rifle and target shooting, and enjoys hunting large game, water fowl and upland birds.

Long active in community projects, Baker devotes many weekends to the Boy Scouts, taking them on camping expeditions and teaching them how to live, enjoy and preserve the outdoors. He also serves as camping and activities committeeman for the Southwest Boy Scouts District.

Baker's great enthusiasm for the outdoor life has rubbed off on his fellow workers. Local coffee shop chatter includes plans for a canoe trip in the spring for FAA employees and their families down Buffalo River, Ark.—one of the most beautiful waterways in the nation.

## New Engineer Qualifications Are Proposed

WASHINGTON — The Civil Service Commission has proposed changing the qualification standards for all professional engineering series (GS-800) GS-5 through 15.

These changes are proposed in light of the acute shortage of professional engineers, rapid advances in science and technology, changes in educational programs for engineers and technicians and the continuing need of the Federal service for excellence.

Some of the more significant changes include:

- **Elimination of the current requirements for specialized experience closely allied to the branch of engineering for which application is made.**
- **Limitation of the former "professional stature" provision for candidates who are registered professional engineers.**
- **Successful completion of a professional engineering program that requires at least five full academic years qualifies a candidate for the GS-7 level.**
- **Acceptance of a score of 500 in the Engineering Test of the Graduate Record Examination (GRE) as evidence of an adequate background in the basic sciences.**
- **Revised criteria for identification of qualifying professional engineering education.**
- **Deletion of the separate provision in the current basic requirements for acceptance of a degree in physics without experience.**

While these changes represent more flexibility in the standards, there is a trend toward more professionalism in support of the engineering field.

Of particular importance to FAA technicians interested in attaining professional engineering status is the proposal to use the Engineering Test of the Graduate Record Examinations as an alternate requirement. This test is given ap-

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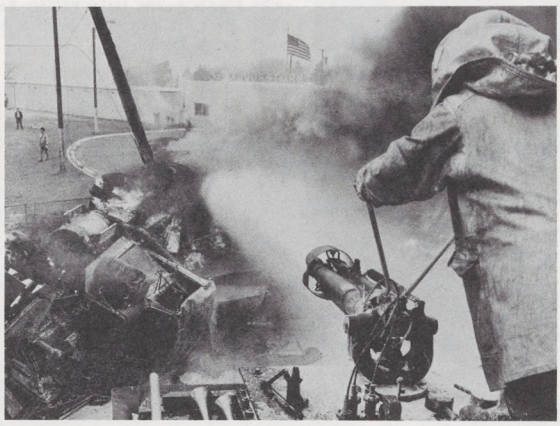
### Denver FSS, Oakland Center, WNA Tower

## Agency Names Top '67 Facilities



**Battle Blaze**

**A fireman from NAFEC directs a stream of liquid foam on a flaming fuel tank truck which recently caused a near-disaster in suburban Atlantic City.**

WASHINGTON—The Washington National Airport Tower, the Denver Flight Service Station and the Oakland Center have been selected for the FAA's "Air Traffic Facility of the Year" awards for 1968 for "the highest degree of operational efficiency in rendering professional air traffic services."

In announcing the awards, William M. Flener, Director of Air Traffic Service, pointed out that the winning facilities have made important contributions to operational efficiency, community relations, and training of personnel, as well as meeting the agency's high standards of air safety.

Flener is scheduled to present the national awards to the winners during April.

The three national winners were selected from 19 facilities chosen by the seven regional offices as the most outstanding in the local jurisdictions.

The regional winners are:

**Towers**

Washington, D.C.; Valdosta RAPCON, Ga. (Radar Approach Control); Chicago, Ill.; Ft. Smith CS/T, Ark. (Combined Station/Tower); Wake Island; Fairbanks CS/T, Alaska.

**Flight Service Stations**

Washington, D.C.; Anniston, Ala.; Minneapolis, Minn.; Dallas, Tex.; Denver, Colo.; Guam; Cold Bay, Alaska.

**Centers**

Cleveland, Ohio; Miami, Fla.; Chicago, Ill.; Houston, Tex.; Oakland, Calif.

The Washington National Tower was cited for having "overcome limitations of airport size and un-

**(Continued on page 7)**

## Firemen Halt Fuel Fire

SOMERS POINT, N.J.—Firemen from nearby NAFEC recently played a major part in helping to control a huge fuel fire which threatened this suburban Atlantic City community.

The fire started when a tank truck carrying 8,500 gallons of fuel overturned and burst into flames, killing its driver. Flaming fuel flowed into storm drains and gutters, spreading the fire to nearby buildings, causing extensive damage.

Because local fire departments that were called out did not have the capability to battle large fuel fires, the center was contacted. NAFEC responded with a turret truck manned by Capt. John H. Shuman, Melvin J. Gifford and Fire Inspector Frederick J. Slunt. Later, Capt. Thomas R. Sooy and Oscar E. Chiola were assigned.

Eight off-duty center firemen living in the area, reported voluntarily to the fire scene to assist. They were Chief Charles J. Sawyer, Capt. John W. Mangold, Edward D. Pyott, Frank Dimond, Louis DeBeer, Lawrence Brower, George P. Nestor and Albert Barbetto.

**New Flag Unfurled**

**At left, Transportation Secretary Alan Boyd addresses a large group of Departmental officials and employees on the occasion of the first anniversary of the Department of Transportation, April 1, shortly before raising the new DOT flag (right). Officer David Davis looks on. The new flag carries the Departmental seal (see podium at left)—a white triskelion, symbolizing motion and progress, set against a deep red background. The brightly colored seal rests on a field of white.**

### 17-Year-Old Takes Over

## Dannelly Field Is Scene Of Exciting Air Drama

MONTGOMERY, Ala.—Late one recent Friday afternoon, the combined skills of FAA and U.S. Army control personnel and a local fixed-base operator at the municipal airport came into play to avert a potential air disaster.

Montgomery Approach Control monitored conversation between the pilot of a Cessna 182 and flight service personnel at Dothan, Ala. The pilot advised that the pilot of a companion Cessna 182, 15 miles

**(Continued on page 7)**

## Washington FAAers Witness Disorders

**By John Leyden**

WASHINGTON, D.C. — The fires and rioting which left Washington in a state of shock last week began shortly after noon on Friday, April 5, with sporadic vandalism and looting. Many FAA employees returning to their offices after lunch in downtown Washington had been eyewitnesses to the initial disorders.

Still, for an hour or so, there was the hope, carefully-nurtured, that the trouble would pass. Then, the arsonists began their work, and the thin plumes of blue-gray smoke rising above the horizon were clearly visible from the upper floors of the FAA Headquarters Building, at 800 Independence Avenue, S.W.

FAAers clustered together on the north side of the building at windows which overlook downtown Washington. The lines of apprehension and concern were evident in their faces. The Nation's Capital was under siege, and the memories of summers past—Harlem and Watts and Newark and Detroit—took on a fresh and frightening significance.

By 3 p.m., the fires had spread. Angry black clouds swirled skyward along Seventh Street, N.W., in an area of shops and stores no more than a dozen blocks from FAA. Looting was reported on the F Street Mall, the heart of the downtown business section.

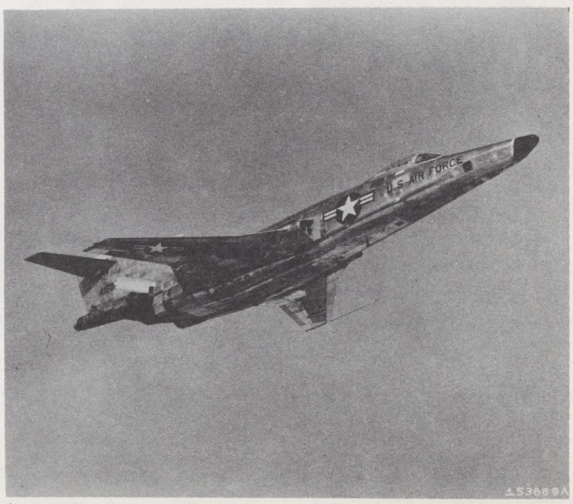
With the aid of binoculars, FAAers could see crowds of teenagers and pre-teenagers looting the show windows of the Hecht Company department store at Seventh and F Streets, N.W. Some of the looters appeared to be no more than seven or eight years old.

An FAA official, returning to the office from a meeting at the Civil Aeronautics Board at Connecticut and Florida Avenues, N.W., reported he had walked all the way — a distance of almost 30

**(Continued on page 7)**

◄ Wesley Knape (left), Control Tower Chief, Wilmington, N.C., receives final briefing from his instructor, RCAF Captain Orville Malcomson, on flight characteristics of the "Voodoo," just before Knape takes a flight in the supersonic interceptor. Captain Malcomson, of NORAD, is an exchange officer in a joint Canada-U.S. program.

► Harold Little (left), Assistant Manager, Memphis Area, receives last-minute instructions from an AF instructor, Captain Curtis, on certain switches and controls that will be Little's responsibility as "back-seat driver" during his supersonic flight while Pilot-Instructor Major William Scott (right) gives his instrument panel a final check before takeoff.


▲ The "Voodoo" F-101, ADC supersonic jet interceptor, streaks through the sky on another mission. F-101s, like their sister ships, the F-102s and F-106s, make up the front-line defense of the Aerospace Defense Command. Actual flight missions in this type aircraft rounded out the week-long orientation course of five Southern Region FAAers at ADC's Interceptor Weapons School at Tyndall AFB.

◄ Preston Mays, Jacksonville Center Military Liaison Officer, signals "all-is-OK-for-departure" to ground personnel. Major Jack Deakin, pilot instructor at ADC's Interceptor Weapons School, was May's pilot during his "fam" flight in the supersonic Voodoo F-101.

# FAAers Learn 'VOODOO'

**By Gerrie Cook**

TYNDALL AFB, Fla.—Spine-tingling supersonic rides in the F-101 "Voodoo," awesome jet interceptor of the Aerospace Defense Command, climaxed a week-long orientation for five Southern Region FAA personnel here.

The course, conducted by ADC's 4757th Air Defense Squadron, is designed to better acquaint FAA officials with Tyndall's operational mission and its related supporting agencies. Arrangements for regional employees' participation in the Interceptor Weapons School were coordinated by the Air Traffic Division.

Included in the action-packed course were detailed classroom briefings on flight characteristics of the "Voodoo," the highly sophisticated airborne fire control systems, scope displays, electronic counter-measures, interceptor tactics, physiological training, F-101 and F-106 flight simulators, a tour through ADC's SAGE (semiautomatic ground environment) Center at Montgomery, Ala., and, finally, an actual interceptor flight mission in the "Voodoo."

Since inauguration of the course in July 1964, some 45 Washington and Southern Region officials have completed this practical, on-the-scene training in jet procedures.

The program has been hailed by both USAF and FAA as an excellent means of demonstrating and understanding problems inherent in ADC's mission and the Air Force's advanced pilot training activities in the air traffic control environment.

Integration of the joint civil/military use of the airspace has been highly successful in Jacksonville Center's flight advisory area where hundreds of Air Force and Navy supersonic aircraft take to the air daily. Many times these flights comprise whole squadrons.

Advanced flight training missions originate from Air Force bases at Tyndall near Panama City; Eglin at Pensacola; and Moody at Valdosta, Ga., as well as Navy air stations at Pensacola, Jacksonville, and Albany, Ga.—all using airspace heavily traversed by airliners and general aviation planes.

FAAers completing this training were Charles Rone and Everett Ross, Flight Standards Division; Harold Little, Assistant Manager, Memphis Area; Preston Mays, Military Liaison Officer, Jacksonville Center; and Wesley Knape, Control Tower Chief, Wilmington, N.C.

Everett Ross, (right) Flight Standards Division, accompanies Major Alex Reedy, Pilot-Instructor, on a walk-around pre-flight inspection of the "Voodoo" prior to his familiarization flight.

# Publication to Ease Flights into Mexico

FORT WORTH — Better and faster service on flight information on flying trips into Mexico is now being provided by flight service stations in the Southwest, Southern and Western regions.

A recent Southwest Region publication for example, brings together this information into one booklet for ready and uniform briefings of tourist pilots proposing flights to and from Mexico and for conducting flights while in Mexico.

Specialists at the El Paso FSS prepared the first draft of the booklet, incorporating into it the experiences they have accumulated at this busy international crossing.

El Paso specialists will maintain the currency of the publication, and changes will be prepared as needed.

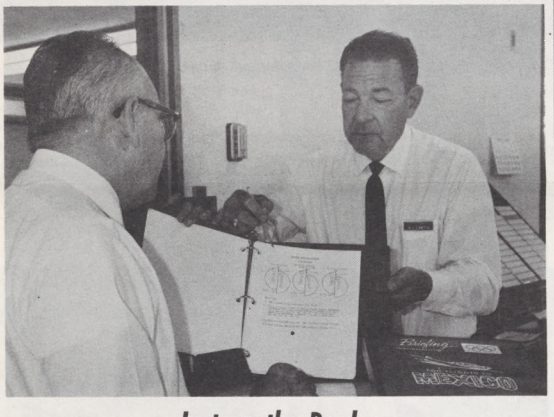
The booklet is designed for the non-commercial privately-owned civil aircraft owner. Additional U.S. and Mexican requirements, which are not covered in the publication, must be met by operators of commercial aircraft and privately-owned military or modified military-type aircraft.

Pilot education on Mexican flight preparations is a continuing need because of special requirements in flight planning and the comparatively limited advisory and communications facilities usually encountered in Mexico.

Major differences include:

- A pilot must at all times file a written flight plan and have it approved by the aeronautics authorities.
- Radio contact must be established and maintained with communications stations and control towers immediately after crossing into Mexico.
- Weather briefings, flight plan filing and other air navigation and airport services are not free in Mexico.
- A copy of the general declaration form, aircraft airworthiness and registration certificates and any documents pertinent to the aircraft must be in the possession of the pilot and available on request by proper authorities.
- Deviation from Mexican regulations may be punishable by anything ranging from a specified fine to confiscation of the aircraft.

Specialists explain these and other points in great detail to assure the tourist an enjoyable experience.



***Just on the Border***

**Specialist W. E. Compton, (right) at the El Paso FSS, briefs a pilot on cruising altitudes and the recommendations on flight plan filing.**

## Smog Fighters

# Agency Works with L. A. to Attack Pollution Problems

LOS ANGELES—The Los Angeles county air pollution control district here has commended FAA for assisting in a recent series of tests to determine the effect of jet fuel additives in reducing aircraft emissions which contribute to metropolitan "smog" problems.

Ralph E. George, head of the district's evaluation and planning, said the county was "deeply grateful to the FAA for assisting in the latest series of tests by allowing use of an FAA aircraft.

Under the supervision of a team of technicians and cameramen from the air pollution control district, the FAA-owned B-727, parked at International Airport in Los Angeles, took part in the vital series of tests. Various power settings were used, including idle, approach, climb out and takeoff.

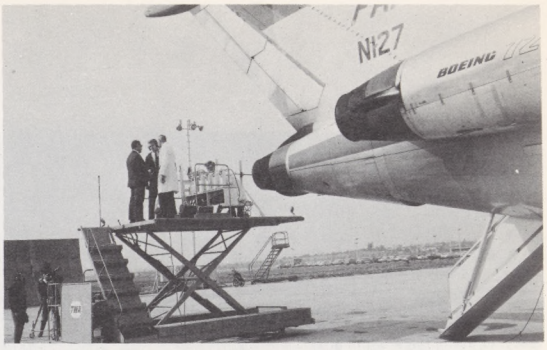
Exhaust products from the engine were removed through use of a special device mounted in the jet wake of one of the engines. After these samples were collected, they were analyzed to serve as the basis for conclusions with regard to the value of various additives in reducing pollution.

Arrangements for FAA assistance in the test effort were made by George through Thomas Horeff of engineering and safety in the Aircraft Development Service.

Aerospace Engineers E. W. Mason and Charles Meshulan, of Western Region aircraft engineering, witnessed the tests as did personnel from the FAA Academy at Oklahoma City and representatives of Pratt & Whitney.

The tests are continuing and no conclusions or findings have as yet been issued by the air pollution control district.

"Aircraft in Los Angeles County each day emit about 40 tons of hydrocarbons, 19 tons of oxides of nitrogen and 190 tons of carbon monoxide," George pointed out.




***Film Testing***

**Jet engine air pollution tests are recorded on 16mm film by Los Angeles air pollution control district personnel.**

## In Matamoros and Brownsville

# Aviation Cooperation Extends Across U. S.-Mexican Border

BROWNSVILLE, Tex.—When Art Ross became Chief of the Brownsville CS/T in 1959 he started his own "good neighbor" policy with his Mexican counterpart, Matamoros Tower Chief Mario Raldan.

The two are separated by about 10 miles and the Rio Grande. Both were new in their assignments, but each saw a need for cooperation to let the other tower know about flights heading toward or into the airspace around the respective airports. Often the 10-mile distance was narrowed rapidly by fast converging aircraft.

Ross had two objectives after his first few days on the job: to learn Spanish well enough to talk to Raldan, and to cooperate in informing Raldan of certain aircraft movements.

Nine years have eliminated the problems for both chiefs, and a firm friendship has developed. Both chiefs are now bilingual and their informal manner of keeping each other informed is exemplary.

Their families have also found mutual interests on both sides of the border in social affairs. Raldan has honored Ross by naming a son, Arturo, after him as well as asking him to be the godfather of a daughter.

***Amigos***

**Matamoros Tower Chief Mario Raldan (left) answers a pilot while visiting Brownsville CS/T Chief Art Ross talks to another office in the terminal building. New Matamoros Tower, in background, will be operational later this year for the increased air traffic to the Olympic games in Mexico City.**

# Dr. Dille Is DOT Nominee For William A. Jump Award

OKLAHOMA CITY — Dr. J. Robert Dille, Chief of FAA Civil Aeronautical Institute, has been nominated as the Department of Transportation's candidate for the coveted annual William A. Jump Award. The winner will be announced in May.

The award is granted annually by the William A. Jump Memorial Foundation to recognize outstanding service in the field of public administration, and for notable contributions in this field to the efficiency and quality of public service.

It was established in 1950 in honor of the late William A. Jump, budget and finance officer of the U. S. Department of Agriculture, recognized throughout the nation for his leadership and distinguished contributions to effective public administration. The award is supported through private contributions.

The award is open to employees of the Federal Government who have not reached their 37th birthday as of December 31 the preceding year.

The nomination said, in part: "The nominee, Dr. J. Robert Dille, as chief of the Civil Aeromedical Institute, in addition to proving himself a capable administrator, has done an outstanding job in stabilizing the aeromedical research program, particularly with respect to the employment and management of scientists."

Dr. Dille holds a bachelor of science degree from Waynesburg College, in Pennsylvania, a doctor of medicine from the University of Pittsburgh and a master of industrial health from Harvard University.

His experience includes two years as Chief, Aviation Medicine Section, 4034th USAF Hospital, Loring AFB, Me.; Program Advisory Officer of the Civil Aeromedical Research Institute, Aeronautical Center; Regional Flight Surgeon, Western Region; Associate Professor of Research and Preventive Medicine and Public Health, University of Oklahoma School of Medicine, a position he has held since 1961; Director of Training, residency in aerospace medicine, University of Oklahoma Medical Center, which he also holds at present; and certification to the American Board of Preventive Medicine in Aviation Medicine. He also is Associate Professor of Environmental Health, University of Oklahoma School of Health.

Dr. Dille has published independently and in collaboration with other scientists some 24 reports and has presented 16 papers at meetings.

***Jump Nominee***

**Dr. J. Robert Dille chief of FAA Civil Aeromedical Institute, has been nominated Department of Transportation's candidate for the annual William A. Jump award.**

# Controllers Who Handled Hi-Jacked Plane Commended

MIAMI—The outstanding assistance provided by Miami Center control personnel to the crew of Delta Flight 843 during the recent hi-jacking incident has prompted letters of commendation from both FAA Deputy Administrator David Thomas and David Garrett, Delta Airlines Senior Vice-President.

Thomas expressed his appreciation for their superb handling of the flight while the hi-jacking was in progress. "The intelligent, expert handling of the flight by the center contributed much to the success of the flight as the primary mission was achieved—a safe flight in competent hands." He continued, ". . . it took professionalism in the air and on the ground to protect the passengers. Please convey our thanks and gratitude to the Miami Center personnel for a job well done!"

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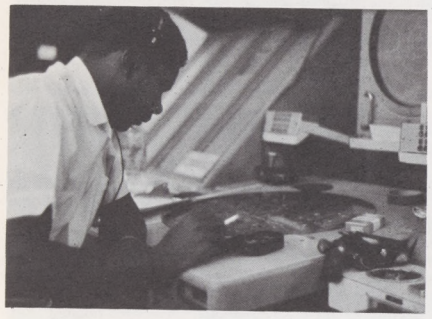
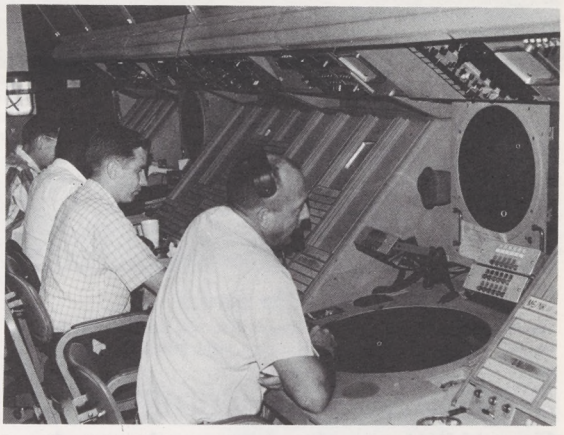
John Jones, air traffic control specialist at the ARTC Center in Saigon, keeps a revolver by the radar scope, ready for use in the event of attack.



A VC rocket destroys a wall of the CAAG training office at the Tan Son Nhut Airport during the Tet action.

# FAA 'ON THE FIRING LINE' ...in Vietnam



Controlling IFR traffic in the Saigon Area Control Center using RBDE-5 radar scopes are (left to right): John Jones, Edmond Spring and Donald Givens.

SAIGON, Vietnam—FAAers serving overseas have thrust on them an opportunity from time to time to see history "from the 50 yard line."

Such was the case for 40 FAAers here in Saigon several months back at the start of the "Tet" offensive by the Viet Cong. Tet is the three-day holiday celebrating the New Lunar Year and the beginning of spring—and roughly corresponds to our own New Year, Easter, All Soul's Day and Fourth of July combined.

The first explosive day of the Tet offensive most employees of the agency's Civil Aviation Assistance Group (CAAG), originally in Vietnam to assist in the development of civil aviation, were unaware of what was taking place—the noise of artillery fire and the "chop-chop-chop" of low-flying helicopters are what people normally wake up to in Saigon.

Many FAAers started for their work stations in the CAAG office and Saigon Air Route Traffic Control Center, located on the sprawling Tan Son Nhut Airport complex, only to be greeted by Vietnamese troopers or U. S. Security Police yelling, "Leave your car and run for the bunker! You're in the line of fire!"

Although the airport was under heavy fire from VC rockets, mortar shells and small-arms fire, it had been sealed off by security forces.

CAAG Chief W. W. Christine courageously managed to reach his facilities by showing his special gate pass.

He was able to get food and water through to Radar Controllers William Sloane and Edmond Spring, who stayed on the scopes for 38 hours continuously, and to Radar Maintenance Technician Kenneth Loveless, whose on-the-job record they bettered by only two hours.

Spring found time to jokingly ask whether the time would be entered as compensatory time or overtime! Bill Sloane answered that he wasn't concerned about that—as long as no "hospital" time was involved. Loveless was willing to chalk it off to "experience" time.

"I learned more about self-protection in that 38 hours than I have during my entire life," he said. "Next time, I'll be prepared!"

Radar Technician Loveless, on the first day of attack, made what he hopes is the first and last entry of its kind in any FAA log: "Primary radar out of service due to enemy action."

## Able to Reach Airport

Relief controllers and technicians were eventually able to get to the airport, thanks to Colonel Frank Fender, Director of the Headquarters USAF ATC Field Office, who worked feverishly rounding up sufficient armed escorts, so that FAA employees could be convoyed to the airport.

Here is a partial account of what happened to other CAAG personnel that eventful first week in February:

Robert L. Powell, supervisory ATC specialist, was awakened by the sounds of mortars, rockets and small arms fire near his villa. Powell quickly rolled out and under his bed for protection.

Lilah, a two-year-old Doberman Pinscher and the only other occupant of the villa at the time, misinterpreted Powell's antics, and began playfully kissing him.

Jack L. Hardy, supervisory ATC specialist, attempted to reach the airports but was turned back by security police. He organized a civilian guardwatch around his apartment house which continued around the clock for the next eight days. Hardy reported to work after the first two days toting a .38 caliber revolver.

Myron Gates, radar controller, relates, "On one night a gun fight broke out between the VC and American troops within 200 feet of the center. We barred the doors and turned off as many lights as possible in order not to attract their attention. We continued to work air traffic with three .38 caliber revolvers and one M-16 rifle resting beside the radar scope."

## Finds Refuge in Bunker

John Jones, radar controller, succeeded in being the first relief controller on the job—but not without some difficulty. While en route, he was forced to abandon his Volkswagen to seek refuge in the nearest bunker. After nearly two hours dodging bullets, he ran, crawled and tiptoed his way to the center. As Jones jokingly put it, "I knew there was overtime to be had, and I was determined to get my share!"

Jones didn't bargain for the 10- and 14-hour shifts which have continued in effect since the Tet offensive, due to the strictly-enforced curfew.

Franklin Wise, electro-mechanical specialist, was deeply concerned over the availability of fuel for the power generators needed to keep the center operating.

He begged, borrowed and otherwise acquired enough fuel—in spite of stiff fuel rationing and dwindling depot supplies—to assure uninterrupted air traffic control service throughout the offensive.

As Wise put it, "I was just about down to the point of rounding up all cigarette lighter fuel cans."

Glenn McMillan, supervisory electronics specialist who was unable to leave his quarters in the city because of fighting in the streets, lived for five days on two cans of beef bouillon soup, two cans of grapefruit sections and a dozen Cokes.

## Sleeps Under the Mattress

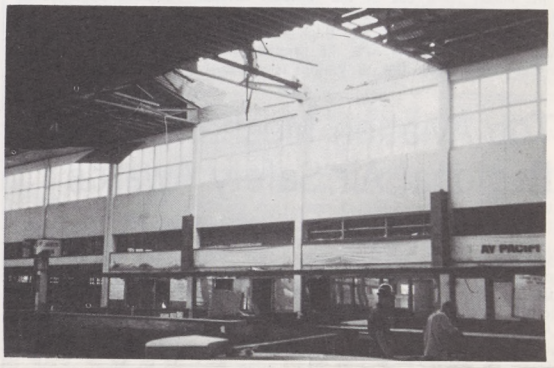
Nancy Eifert, CAAG's administrative assistant, claims the proper way to sleep under such circumstances is between the mattress and box springs—not on top!

Winston (Red) Hatch, supervisory ATC specialist, just assigned to Saigon a few days before the attack, was "bombed" by a bug spray can accidentally dropped on the tile floor of the apartment above in the middle of the night. Hatch

Saigon Area Control Center is jointly operated by FAAers, U.S. Air Force and Vietnamese personnel. In the world's busiest traffic area, aircraft ranging from Cessna 180s to Century-series jets to MAC airliners—all flying under instrument flight rules—are controlled by the center.

A house and car adjacent to the Civil Aviation Assistance Group (CAAG) office are completely destroyed by a Viet Cong rocket.

This is how one of the busiest circles in Saigon looks with the curfew in effect. Normally, it is crowded with American soldiers and civilians and Vietnamese on bicycles, automobiles, trucks, etc.



Tan Son Nhut terminal gets an unwelcome new skylight from enemy action during the "holiday." Ticket counters are temporarily out of action.

The Saigon Center is now sandbagged even higher and more heavily to guard it from enemy attack. Bunkers also have been constructed nearby as rocket-proof shelters for personnel.

Vietnamese personnel control Northern Sector traffic in the Saigon Center. Flight data strips represent location of individual aircraft, with each strip giving origin, destination, altitude, speed, flight number and ETA at next checkpoint.

Several Vietnamese children look at a mortar shell hole in the road located directly behind the air route traffic control center.

immediately evacuated the bedroom.

George Koryta and Dwayne Westfall, ATC advisor instructors, and Bion Estabrook, electronics technician advisor instructor, arrived at their office at the base of the Tan Son Nhut Control Tower to find no office existing. A Russian-made 122mm rocket had found its target in Westfall's "In" basket.

After much digging and probing, Koryta found his desk, and was able to hold it in the palm of his hand. The rocket had demolished the building that once contained four offices and a conference room. All furniture, training material and equipment—as well as the ubiquitous mice—were destroyed. And Bion's slide rule will slide no more.

The "fireworks" of Tet are far from the normal. But every day, even the average ones, presents an enormous challenge. Saigon Center is handling higher traffic density than any place else in the entire world. FAAers are doing a normally tough job under adverse conditions.

## When CAAG Began

The CAAG activity started in Vietnam in 1956, as a normal aviation development activity, preparing the country to develop its own air system. The group's work was accelerated in 1962, when a massive improvement program was initiated to cope with the rapid build-up of air traffic in support of the war effort.

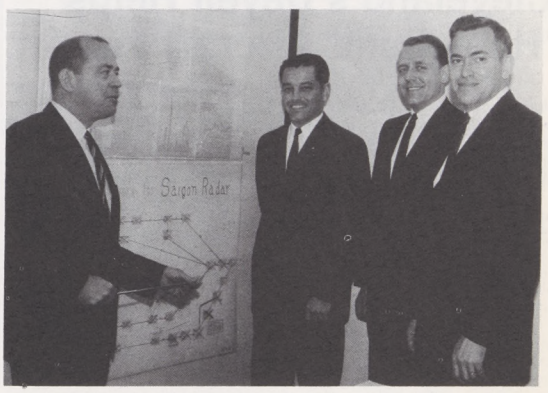
The CAAG staff has increased from six to 40 people—a "mix" of air traffic controllers, electronics engineers and maintenance technicians.

As the Directorate of Civil Aviation of Vietnam began to lose personnel to the military draft, the agency filled the void by moving in its own people to assist in the operation of the Saigon Center. This is the principal agency activity at present.

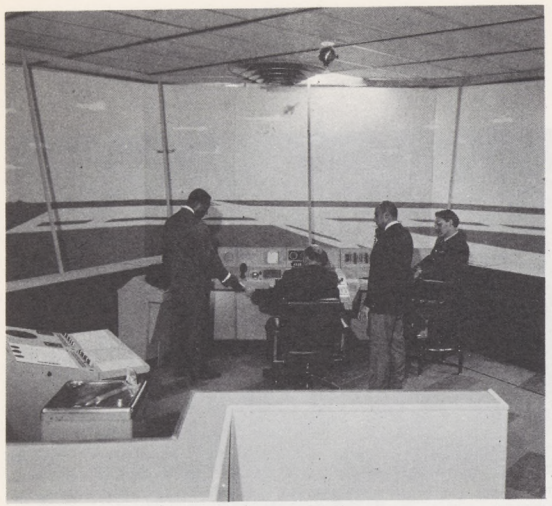
In addition to increasing the staff, the Saigon Center was equipped with radar. Plans are now to expand the radar control system to better handle the burgeoning air traffic of the Asian area.

In recognition of CAAG personnel's efforts in maintaining uninterrupted air traffic control during the Tet offensive, a personally signed letter of commendation from Administrator William F. McKee has been sent to each individual.

James P. Grant, Assistant Administrator for Vietnam, Agency for International Development, also commended the CAAG in a recent letter to Secretary Boyd.




Lynn Jones (left), Chief of Asian Area Operations in the Office of International Aviation Affairs, briefs three Vietnam-bound air traffic controllers on the Civil Aviation Assistance project prior to their departure. Now on duty in the Saigon Area Control Center they are (left to right): Dean Stromwall, Minneapolis ARTCC; Lee Sloand, Cleveland ARTCC and Howard Allen, Leesburg ARTCC.



**Mock Cab**

**This model tower cab at the National Aviation Facilities Experimental Center is where joint FAA-USAF tests will determine efficient layouts of new consoles. From left, are: Hugh Miligan, J. Roy Bradley, CMSgt. John Vowvalidis of Dobbins AFB, Ga., and WCmdr. A. D. S. Phillips of AFCS headquarters, Scott AFB, Ill. Phillips is a Canadian exchange officer.**

# California FAAers Help Scientists Lift Fog to Improve the Weather

LOS ANGELES—FAA air traffic control facilities at Boise, Portland, Salt Lake City, Spokane and Sacramento have had a key role in fog dispersal projects at airports in those cities.

Fog seeding is not new. Back in 1946, General Electric scientists found that dry ice crystals or silver iodide smoke, injected into a cloud layer, would convert water droplets into ice crystals and fall out as precipitation.

At Salt Lake City in December 1962, a meteorological research firm and a fixed base operator experimented with seeding supercooled fog that socked in the airport "zero-zero."

It was the first known time that a plane and crew had taken off in zero-zero conditions, "changed" the weather so minimums would go up and thus were able to come back in and land.

During the winter of 1967-68, United experimented with more extensive fog seeding operations. Other airlines and airports now are getting into the act.

"Northwest Orient Airlines has done some seeding of fog in Great Falls," Beckwith said." There has been some seeding activity at Anchorage also."

Although seeding super-cooled fog with dry-ice has been the most popular and convenient type of operation, United is exploring other avenues. At Medford, Ore., application of propane gas, a method also being tested at Orly Field in Paris, is being tried.

Propane gas is released from fine jet nozzles. The temperature of the release at the orifice is minus 100 degrees Fahrenheit. When the gas hits the water droplets they freeze immediately. The ice crystals grow rapidly in the super-cooled fog clouds, then drop out as snow.

There are two fixed tanks of gas near the approach ends of the runway at Medford, and one mobile tank and spray unit. The project utilizes a large, strong vertical blower to push gas up into the overcast.

A warm fog project is under evaluation at Sacramento. FAA towers at both Municipal and Metropolitan airports are involved, as is the McClellan AFB RAPCON.

The operation at Sacramento shows the progress of fog seeding since the efforts in Salt Lake City in 1962. The firm conducting the Sacramento project had a twin-engine drop plane dispersing especially-compounded chemicals, a lab plane taking before and after samples in fog areas and a photo aircraft used in taking pictures to substantiate and evaluate the success of the process. By comparison, the single-engine plane used at Salt Lake City in 1962 had a screw-type, hand-cranked fertilizer dispenser.

W. Boynton Beckwith said, "Air traffic control people in the Western Region and Sacramento area have been most helpful. They have contributed to many very successful experiments."

# Top Aviation Mechanics Win Regional Air Safety Awards

By Nancy Koplinka

WASHINGTON—Eighteen outstanding aviation mechanics who made notable contributions to aviation safety in 1967 have been selected for regional awards in the Aviation Mechanic Safety Award program, FAA has announced. They were selected from more than 300 entries.

Each regional winner was awarded an engraved plaque in ceremonies held in nine cities during March.

The winning regional entries, in turn, have been forwarded to the Flight Safety Foundation in New York City which has assembled a panel of key aviation executives to select two national winners—one general aviation and the other air carrier. Each national winner will receive a $500 award and a trip to the Nation's Capital for himself and his family.

The awards program, now in its fifth year, is a government-industry-labor effort to honor aviation mechanics for the important role they play in air safety. To date, more than 1,000 aviation mechanics have entered the program.

This year's participating sponsors are the Air Transport Association of America, American Aviation Publications, and the National Aviation Trades Association.

The eight general aviation (non-airline) winners were selected from 44 state winners.

In the air carrier category, the regional award is the first level because there are too few air carrier mechanics in some states to make the program competitive.

Winners were selected for their contributions to air safety through (1) Design improvements to airframes, engines or components; (2) Development of new or improved maintenance or inspection procedures; or (3) Demonstration of a "high level of professionalism and excellence" in the performance of the duties of an aviation mechanic in the interest of air safety.

## He's Called 'Friendly'

# Cleveland's Deyell Helps 'Homebuilt' Aircraft Fans

CLEVELAND—To the men in this area who build their own experimental aircraft, Robert Deyell of the Cleveland GADO is that man from the *Friendly* Aviation Administration.

Although an FAA inspector first and foremost, with safety uppermost in his mind, the tall, distinguished-looking Deyell is looked upon by the homebuilders as a considerate, affable gentleman whose job is to help, not harass.

A tireless worker, Deyell devotes much of his own time to the extra curricular activity of advising homebuilders and inspecting their projects.

If the workmanship is satisfactory and the builder has the papers to substantiate the material as airworthy, he is on firm ground for an inspection that seems casual, but misses nothing. When Deyell deems a change is necessary, he gives his explanation tactfully, lucidly and firmly. As one man said: "What more could you want?"

Deyell's credentials and record of accomplishments in aviation are very impressive. He is a graduate of the Casey Jones School of Aeronautics in New Jersey, did a tour with the U.S. Army Air Corps during the early '30s, established his own air school in Columbia, S.C. and has been with CAA and FAA for the past 25 years.

Deyell's determination to see a job done right and his willingness to put himself out to see if a new method or idea is acceptable to the requirements of sound aircraft construction have made him an almost legendary figure among the members of the Experimental Aircraft Association (EAA). Among other things, he helped write the first rules and regulations for amateur built aircraft. He also helped establish the meaning of recently proposed new regulations and offered suggestions where they could or should be changed.

At the EAA's last annual dinner, Paul Poberezny, President, presented Deyell with a scarce aircraft book and spoke of his sincere admiration for the man, a feeling shared by all at the dinner.

"Men like Bob Deyell are rare," said Poberezny. "Dedicated to his country and to the organization he serves, he is yet understanding, honest, fair, practical and aggressive. A true friend of all segments of aviation, Bob is a credit to his country and to the FAA."

# Floridian Was First Vietnam Casualty

FORT MYERS, Fla.—It was reported in the March 18th issue of *FAA Horizons* that Joseph Zaremba, who received shrapnel wounds in his back in Saigon, was FAA's first Vietnam war casualty.

After the story appeared, we learned that William C. Thomas, now of Airway Facilities Sector 38180 at Fort Myers, Fla., lost the sight of an eye in Vietnam from a hand grenade on April 7, 1961. Metal fragments punctured the right side of Thomas' face, shattering his glasses and a fragment of metal or glass embedded in his eyeball cost him loss of sight in that eye.

## They Were Surprised

# Twelve Van Nuys Tower Men Get Special Service Honors

VAN NUYS, Calif.—Twelve air traffic specialists at this bustling general aviation terminal—the nation's third busiest—were pleasantly surprised at the formal dedication recently of FAA's new tower at the airport.

The occasion was used to present them with Special Service Awards for outstanding handling of air traffic during 1967, when the volume of operations showed a significant increase.

Cited were: John Mills, Harry Nicholson, Richard Tarantino, Eugene Clonton, Vern Cole, David Hatcher, Otis Huntsman, Donald Kline, Carl Leeds, Robert Malone, Edward Murrey, and Norman Morton. Thomas Long, a controller who had since transferred to Alaska, was sent his award by mail.

The Van Nuys Tower staff of 17 is headed by John Cutter. Included are three trainee controllers; Stephen Feldtman, Richard Labon and Richard Stillwell.

During 1967, the tower handled almost 500,000 operations—almost one a minute for each 24-hour day.

The dedication and award presentation was attended by Francis Fox, general manager of the city of Los Angeles Department of Airports, which has jurisdiction over the airport; Louis Warschaw, president of the Board of Airport Commissioners, and members of the Board.

Arvin Basnight, Western Region Director, spoke at the ceremony, which had a large audience.

**Dedication and Awards**

**Controllers at dedication of the new Van Nuys, Calif. Tower receive Special Service Awards at formal tower dedication ceremonies at the busy San Fernando valley facility. In left row, from bottom to top, are: Richard Tarantino, David Hatcher, Edward Murrey and John Mills. In right row, from bottom to top, are: John Hilton, Los Angeles Area Manager, Controllers Vern Cole, Norman Morton and Otis Huntsman. In center row, are: Carl Leeds (bottom) and John Cutter, Tower Chief (top).**

# 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: Controllers have a system whereby their grade structure is keyed to the degree of responsibility they bear (as reflected in traffic count). Wouldn't it be simple justice to apply a similar standard to Airways Facilities (AF) positions?

**Answer: The Common factor in determining the grade levels of both AT and AF positions is the degree of responsibility exercised on the job. In the air traffic setup, it is only natural that responsibility is geared to the number of aircraft handled by the controller. However, in the AF situation, numbers alone would not provide a complete picture of the degree of responsibility involved in the job. Consequently, both the variety and complexity of the electronic equipment—as opposed to traffic count—must be considered in evaluating electronics technician positions.**

Question: The qualifying examinations for NAS are as much a test of reflexes as they are of specific aptitudes. Shouldn't FAA adopt the philosophy of the Strategic Air Command which assumes that mature judgment and experience are as valuable as rapid reflexes?

**Answer: The qualifications of candidates for certain electronics maintenance positions in NAS are evaluated in three ways: (1) "Job Related Skills and Knowledges"—this is where your experience is evaluated; (2) "Personal Qualities"—here, the qualities similar to "mature judgment" are evaluated in terms of the employee appraisal record. Selecting officials may also interview candidates to supplement this information; and (3) "Aptitudes"—here, the Program Aptitude, Mathematical Reasoning and Abstract Reasoning Tests are used as "qualifying" examinations because they assess abilities which are considered to be a good measure of job success. For several years these tests have been used by the Civil Service Commission, Air Force, and Navy. Similar tests are also used by IBM to select computer maintenance technicians. Despite their widespread use, FAA is carefully evaluating these tests to assure their validity for FAA jobs.**



# Washington FAAers Watch Disorders

**(Continued from page 1)**

blocks. Most cabs were off the streets, he said.

And all over Washington, people picked up the telephone and got a busy signal or no dial tone at all. The circuits of the Chesapeake and Potomac Telephone Company had proved unequal to the crisis. Each building became a virtual island, cut off from the rest of the world.

Supervisors were advised to follow a liberal policy in granting leave, and a steady stream of employees was soon leaving the building. The traffic along Independence Avenue in front of FAA began to thicken.

The fires, meanwhile, continued to spread. By 3:30 p.m., entire blocks along Seventh and Fourteenth Streets, N.W., were ablaze, wrapping downtown Washington in a pall of heavy smoke. The smell of smoke could be detected in the FAA building itself.

At 4 p.m., all Federal Government employees were excused, touching off a traffic jam of tremendous proportions. Viewed from the windows of FAA, Independence Avenue became a still life of bumper-to-bumper automobiles going nowhere.

Serious fires now were under way also in an area beyond Union Station just north of the Capitol. Great billows of acrid black smoke, reeling upward from these fires, carried across Capitol Hill and, for a time, hid the Capitol Dome from view.

For those in FAA who stayed behind, for one reason or another, the Office of Information Services proved a convenient meeting place. Located on the ninth floor on the north side of the building, it offered a commanding view of the distressed city with a running commentary supplied by the teletype machines of the Associated Press and United Press International.

Aviation activities were relatively unaffected, although the pilot of a Piper "Cherokee" reported that he had been fired upon while circling northwest of downtown Washington to observe the fires. Controllers at Washington National Airport modified their approach and departure procedures to keep aircraft away from the burning areas.

The Communications Control Center at Headquarters performed with its usual high order of efficiency by keeping all regions and centers continually informed about the progress of the riots and its possible effect on FAA operations. It also worked closely with the military in coordinating military airlift flights into Andrews AFB.

Shortly after 4 p.m., the wire services reported that President Johnson had signed an Executive Order providing for the restoration of law and order in the District of Columbia. The order authorized the Secretary of Defense to mobilize the Army and Air National Guards for duty in the Capitol City if needed.

They were. At 5:25 p.m., both AP and UPI reported that Federal and National Guard troops had been ordered onto the streets of Washington to assist local police in establishing and maintaining law and order.

A "state of emergency" was proclaimed by the mayor of Washington and a 5:30 curfew imposed citywide.

Now it was time for everyone to go, and the last FAA stragglers left the building. It had been a day that none of them could ever forget, and the drive home—through the smoke-filled streets, past the scenes of desparate desecration—was long and lonely.

## Hard Hat Tour

**Western Region Director Arvin O. Basnight (right), dons hard hat to tour construction site of Boise, Idaho's new $1,500,000 airport expansion project. Don Duval, Boise Airport Manager, briefed him.**

# Agency Names Top ATC Facilities

**(Continued from page 1)**

usual space restrictions" in handling air traffic safely and efficiently. Washington National handled 334,622 operations in 1967. It ranked 6th in air carrier operations and 21st in total operations.

The Denver FSS was cited for its efficiency, excellent relations with the flying public and its record of successful innovation in meeting the needs of general aviation pilots. New pilot briefing techniques and tools developd at the Denver FSS are being adopted nationally.

The Oakland Center, located at Fremont, Calif., maintained a high rate of operational efficiency despite a rapid growth in the number of flights handled. Most of this growth was in the very large Pacific Oceanic Control Area that the center serves.

The center also is unusually active in a pilot training program. The highly-successful "Operation Rain Check," developed by the center to familiarize newly-rated instrument pilots with ATC procedures, is being considered by the agency for nationwide implementation.

To be eligible for national and regional awards, facilities must have outstanding ratings in eight separate categories: operational efficiency; error-free operations; personal and facility appearance; training; employee morale; community relations; security practices and suggestions for improvement.

# FAA Forecasts Huge Growth

WASHINGTON — A doubling, tripling, and even quadrupling of major indicators of aviation activity in the United States by 1979 are forecast by the agency in its latest multiyear proejctions.

Airline passengers will more than triple, from 126 million in fiscal year 1967 to 444 million in 1979. Revenue passenger miles flown by the airlines will nearly quadruple, from 86 billion in 1967 to 342 billion in 1979. The airline fleet will increase from 2,272 aircraft to 3,860.

General aviation flying will show similar increases. The general aviation fleet will almost double from 104,706 aircraft as of January 1, 1967, to 203,000 at the beginning of 1979. General aviation flying hours will increase from 21.9 million hours to 40.5 million.

Use of jet fuel and aviation gasoline in the United States will more than triple, increasing from a total of 5,403 million gallons in 1967 to 17,700 million gallons in 1979. Jet fuel consumption will increase from 4,697 million gallons to 16,890. Use of aviation gasoline will increase from 706 million gallons to 810.

Civil aircraft production will more than double from 15,171 aircraft in 1967 to 32,480 in 1979. Airline transport production will decrease from 372 to 280 aircraft, while general aviation aircraft production will increase from 14,799 aircraft to 32,200 by 1979. Aircraft engine production will increase from 20,812 units to 46,300 in the same time period.

Landings and takeoffs at airports with FAA air traffic control towers are expected to more than triple, increasing from 48 million in fiscal 1967 to 167 million in 1979. Part of the huge gain will stem from increased airline and general aviation flying and part from installation of more control towers.

# Engineer Changes

**(Continued from page 1)**

proximately six times a year by universities and colleges with engineering curricula.

As proposed, passing this test with a score of 500 or better does not in itself qualify a person for professional status. A candidate must first show that he has at least four years of college-level education, training and/or technical experience that furnished (1) a thorough knowledge of the physical and mathematical sciences underlying professional engineering, and (2) a good understanding of the engineering sciences and techniques and their applications to one of the branches of engineering.

Successful completion of the Engineering Test is one method of demonstrating the adequacy of this background. Other proposed ways of satisfying the adequacy requirements are either by professional registration, passing an Engineer-in-Training Examination, or completing specified academic courses.

Deleted from the proposed new standard is the provision for using a passing score on the former Engineering Equivalency Examination which was administered by the CSC prior to July 1, 1964. The results of this examination served as evidence of a candidate's knowledge of the fundamental physical and mathematical sciences and, as proposed, will be replaced by the GRE Engineering Test.

CSC has informally indicated that the final published standards would include a provision whereby passing the pre-1964 equivalency examination could still be used in determining the qualifications of an applicant for a professional engineering position.

In January, the Commission sent the tentative draft of their proposed standard to all agencies for comment.

FAA comments were incorporated into a Departmental memorandum to the CSC which substantially agreed wtih their proposals.

At last report, the Commission was hopeful of issuing the new standards in final form during May, at which time it will receive wide publicity throughout FAA.

# Exciting Air Drama in Alabama

**(Continued from page 1)**

ahead of him, had suddenly become ill, was nearly unconscious and the sick pilot's 17-year-old son had taken over the controls.

The teenager realized he probably would have to try to bring the plane in by himself even though his total flight time as a student pilot was only 15 hours, he had never flown a plane as large as the Cessna 182 and it had been more than a year since he had attempted to pilot a plane.

### In Radio Contact

According to A. E. Ericson, RAPCON chief, the two planes were in radio contact. About 15 miles southeast of Eufaula, Ala., en route from Tampa, Fla., to Alexander City, Ala., the son took over the controls and advised his friend of his father's illness. His plane at the time was tuned to a frequency the Montgomery DF net could not monitor, so his pilot friend notified Dothan flight service and instructed the young man to switch to the emergency frequency. Dothan and Montgomery FSSs were then able to plot a DF cross-fix, after which his position was pinpointed on radar.

At this point, Paul Jackson, RAPCON controller and a current pilot himself, took control to further aid the inexperienced boy in maintaining correct airspeed in descent and to advise him of proper instrument settings for landing the plane. A pilot from Montgomery Aviation, Inc., also learned of the situation and took off in his own plane to fly "wing" with the novice pilot on his final approach.

During the emergency, FAA personnel arranged to have an instructor pilot come to the tower cab to transmit procedures for bringing the plane in. Emergency equipment and an ambulance were also standing by on the airport.

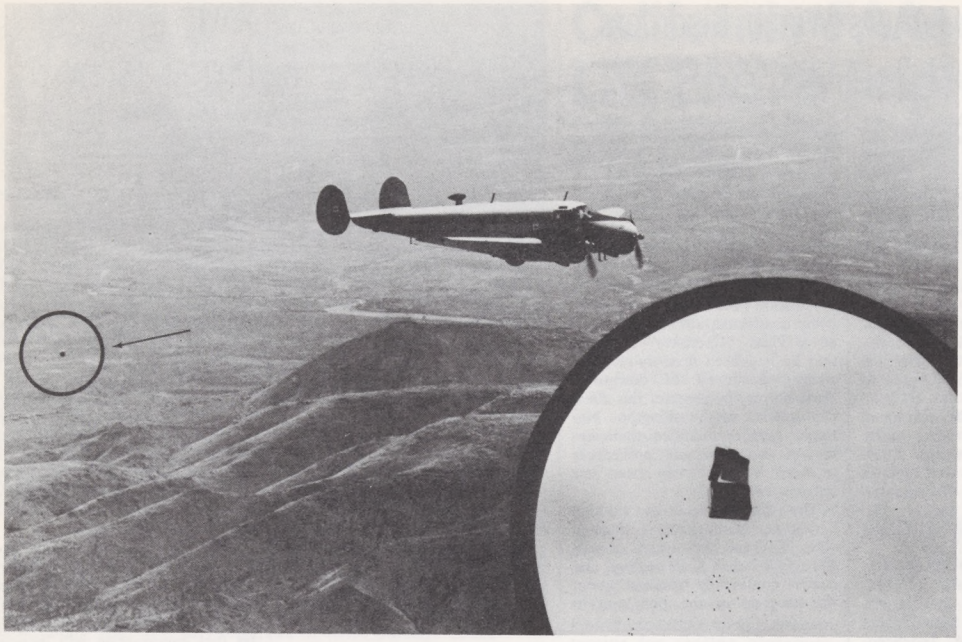
### Father Recovers To Land

At this critical moment, the boy's father recovered sufficiently to take over the controls long enough to actually land the plane. "During the boy's ordeal," observed Ericson, "he never became too excited, followed instructions quite well, did a fine job of flying the unfamiliar plane and was fully prepared to bring it right on in and land it."

A representative of Montgomery Aviation, Inc., said, "The FAA also deserves a pat on the back for the way they handled this thing."

The youth's only observation was, "I really don't remember too much about what happened!"

The boy and his father praised control personnel who stood by them during a situation which could easily have turned into a disaster.



A C-45 drops a box of flies over infected area in Mexico. The C-45 carries 1,000 boxes of flies, while the larger DC-3s will accommodate 4,000 boxes.

Operations Inspector Erick Andreson (left) goes over a program for proper maintenance with Dr. Lyle Moffit, in charge of fly distribution.

## FAA / USDA Airdrops Say...

# "Don't Bug Me!"

**By George Burlage**

MISSION, Tex.—"It's a great operation, and for me it is a pleasure to work with such professional people."

That is the summation by FAA's Erick Andreson concerning a unique operation run by the U. S. Department of Agriculture's Animal Health Division here at Mission—airdropping sexually sterile flies into Mexico to wipe out animal pests.

Andreson is an operations inspector in the San Antonio GADO.

A successful aerial battle has been waged for the past six years in the expansive South Texas area. It has now crossed the border into Mexico, hopefuly to deal a death blow to the enemy of all types of livestock.

The tools of the battle are aerial drops of the sterile flies; the goal is complete eradication of a parasite that causes millions of dollars in livestock and game animal losses annually—the screwworm.

From the former Army airfield at Mission, the Agriculture Department has set up a squadron of 26 aircraft, including Beavers, Pipers, C-45s and C-47s to bombard parts of Mexico daily with fly drops. Another six aircraft operate from Douglas, Ariz., to cover the western part of Mexico.

These drops deliver from 108 to 125 million sterile flies weekly to form a barrier that keeps the parasite from moving northward into the United States. At present the barrier extends from the Gulf of Mexico 2,000 miles to the Pacific and varies in width from 300 to 500 miles.

When the project first started, aerial drops were made principally in Texas and along the border on the United States side to eliminate the screwworms in these areas. The frontier has been pushed into areas of Mexico where the parasites are being wiped out gradually as pilots systematically fly a grid to drop the flies. Special drops are made in isolated areas of heavy infestation.

Screwworms are a destructive parasite of warm-blooded animals. The flies lay their eggs in the open wounds of domestic and wild animals and in man. Larvae hatch in the wounds and destroy the flesh before reaching the fly stage of life, causing growth losses and often death in their hosts.

The principle of the screwworms eradication program is to mate the sexually sterile flies with the domestic flies, making the eggs subsequently produced infertile. Eventually, as generations of flies fail to reproduce, the screwworm population is eliminated.

All the flies for the drops are produced at the Mission center. Flies are sterilized by brief exposure to Cobalt 60 when the screwworm pupae are five and a half days old. Male and female flies that emerge from the pupae are sterile, but are not radioactive and present no hazard to people, animals or plants.

"We operate within the minimum of problems," Supervisory Pilot Charles R. Steed said. "The flying is different because in the areas we fly there aren't any FAA communications, but there are good landing fields in case we have to land.

"Flight plans are filed for every trip with the McAllen FSS, and we have two-way radio communications. We have a fine relationship with the Mexican officials—it is just as routine as crossing a county line when we enter Mexico."

Dr. W. T. Gartman, a non-pilot, is in overall charge of the fly production and distribution. Dr. Lyle Moffit administers the fly distribution and the maintenance aircraft shops. Since his assignment, he has been working on his private pilot's certificate.

In 1967, USDA flew 10,684 hours in airdrops, but this figure represented larger aircraft than those used to initiate the program in 1962.

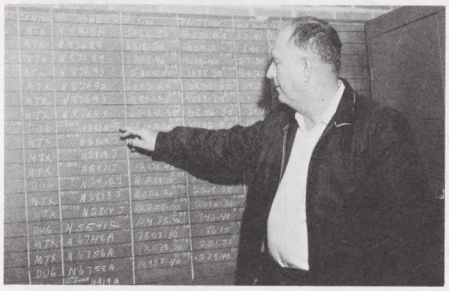
When the program began, all aerial operations were contracted, with the pilots using single engine Cessna and Mooney aircraft for a total of 15,375 hours. The following year a few twin Beechcrafts were added, but the single engine aircraft totaled 34,068 of the more than 37,000 hours logged.

All contract flying was discontinued by 1966, with the USDA building its own fleet with planes mostly borrowed from the military forces. Fourteen pilots, five of whom are retired from the military services, are employed full time to operate the aircraft.

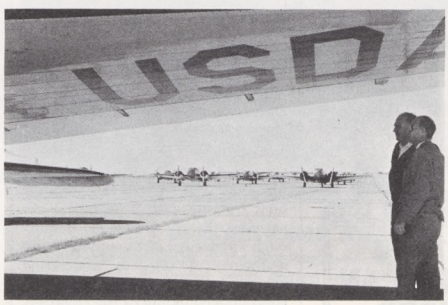
Andreson said the professionalism of the pilots has created an "attitude favorable to navigation, economy and comfort." He recognizes the private fleet as one that is well-organized and operated.

Here, as in many parts of the Southwest, the airplane has become a way of life in the rich agricultural and cattle ranching region.


Dr. W. T. Gartman, overall administrator for the Animal Health Division operation at Mission, studies map of Mexico to pinpoint his pilots' next drops.



Supervisory Pilot Charles R. Steed checks number of hours of operation of all aircraft during briefing for GADO inspectors.




FAA Operations Inspector Erick Andreson (closest to camera) and Supervisory Pilot Charles R. Steed talk over the characteristics of a new aircraft that has been procured for sterile fly drops. Part of USDA's fleet is in background.