



# HORIZONS

Read  
'Finger On  
The Pulse'  
Pages 4-5

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April 29, 1968

## 'Rain Check' East Scores Big With Private Pilots

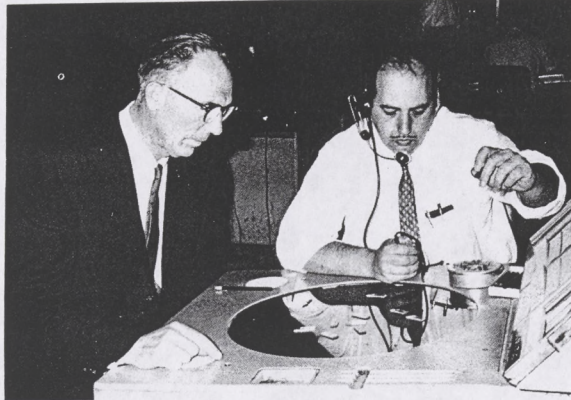
By Frank J. Puglisi

RONKONKOMA, N.Y. — "Operation Rain Check East" got off to a flying start at the New York Center here in April, duplicating the success of its western counterpart program launched several months earlier to familiarize private pilots with IFR air traffic control operations.

Pilots in the "East" program are being given a 12-hour course over four evenings, 20 pilots to a class. Five classes have already been scheduled, with applications still pouring in.

Pilot enthusiasm for the course is unbridled. A typical reaction is that of Robert Barth. "After flying for so many years I'm finally getting an insight into what goes on at the other end of the mike," he observed. "It has been an eye opener for me, and a very educational and worthwhile experience."

The classroom phase of the course consists of discussions on the nation's airspace and airways, radar services, navigational aids, flight plan processing, positive control



### Observation Post

Thomas Murphy, owner of a flight training school on Long Island, keeps his eyes glued to the radar scope as New York Center Controller Sanford Ansel demonstrates how separation of aircraft is accomplished.

areas, the use of transponders and answering questions posed by the students.

"These discussions are being supplemented by the use of motion pictures explaining the control of IFR traffic, both terminal and en route," reports Howard Eisbrouch, ARTCC evaluation and proficiency officer who initiated the course.

"Then, of course, the high spot for the participants is being permitted to sit at a radarscope with a con-

troller and observe the actual control of live traffic."

Chris Walk, New York Area Manager, presented certificates to the first group to graduate. He said, "This is one step toward helping to make the airways a safer place to operate for the pilot with limited training and experience. By showing you what goes on in the air around you, and what is being done on the ground to help you, everyone benefits."

## More Liberal Stock Owning Rule Issued

WASHINGTON — The former regulation which imposed blanket prohibition on any FAA employee owning stock, corporate bonds or other financial interest in any civil aviation enterprise has been superseded by a somewhat more lenient regulation.

Further, the number of employees for whom it is compulsory to submit confidential annual statements of financial and employment interests to their review official has been reduced from 3,800 to 1,200.

Under the new regulation, employees now can have a financial interest in enterprises, including civil aviation, provided the investment does not create a substantial conflict of interest, real or apparent, with their duties and responsibilities in the agency.

Each FAA employee is to receive a copy of the new DOT regulation on "Employee Conduct and Discipline, Part 99 of the regulations of the Office of the Secretary of Transportation." Provision for distribution has been made by FAA Order 3750.3.

### A Change of Policy

The new regulation, representing a significant change in policy, exempts from consideration as a possible conflict of interest the following:

- Holdings of stock, corporate bonds or securities in a single corporation which are valued in the current market at less than \$5,000 and are less than one per cent of the total stock of the corporation—provided the employee, his wife or minor children are not actively involved in the corporation's management.

- Any holding in a widely-held mutual fund, or regulated investment company not specializing in a particular industry.

- Participation in most pension, retirement, group life or other welfare or insurance plans.

Certain occupational specialties—such as general aviation or air carrier operations and maintenance inspectors, flight test pilots, manufacturing inspectors, contracting officers and technical representatives—cannot have financial interest in any corporation with which they deal as part of their regular duties. This covers issuing certificates, granting waivers or exemptions, etc.

### When Exemptions Don't Apply

Review official duties are usually filled by the service director, regional or center division chief, or (Continued on page 7)

## Winning Mechanics Are Announced

WASHINGTON—A United Air Lines maintenance specialist based in San Francisco and the head inspector for the Des Moines Flying Service are the national winners of the Fifth Annual Aviation Mechanic Safety Awards Program.

L. Dean Webster of Sunnyvale, Calif., is the winner of the air carrier class and Robert M. Garmon of Des Moines, Ia., the general aviation winner.

They were selected from a group of 18 semi-finalists representing FAA's eight regions, following a nationwide competition of aviation mechanics nominated for their outstanding contributions to aviation safety during 1967.

Selection of the national winners was made by a nine-member panel of key aviation executives. The Flight Safety Foundation acted as panel coordinator.

FAA Administrator William F. McKee will present Webster and Garmon with specially designed medallions and \$500 cash awards in a ceremony here May 28.

## Sharp in Daylight

### Agency Receiving First Five Of New Tower Cab Radars

By David Hess

WASHINGTON — Delivery of the first five of 88 "daylight" radar displays for use by air traffic controllers in airport tower cabs is scheduled about the date of this issue. With the new displays, controllers will be able to monitor flights more closely, detect potential traffic conditions more easily and expedite traffic flow. (See *Horizons* March 18).

Scheduled to receive BRITE-1 now are the three New York airports (Kennedy, LaGuardia and Newark), Dallas-Love Field and Houston International.

The next 10 to be delivered will go to Chicago O'Hare, Los Angeles International, St. Louis-Lambert Field, Atlanta, Ft. Worth, Oakland, Birmingham, Andrews Air Force Base (Washington, D.C.), Denver-Stapleton Field and Salt Lake City.

Scheduled to receive the subsequent 10 display sets are airports in these cities: Burbank, Calif. (Lockheed Air Terminal), Washington, D.C. (National Airport), Cleveland, Long Beach, Minneapolis, Honolulu, Kansas City, Boston (Logan International), Memphis and Indianapolis.

Following the initial shipment of Bright Radar Indicator-Tower Equipment (BRITE-1), an average of 10 units is scheduled for delivery to FAA each month. The units were purchased under a \$1.5 million contract awarded to the Inter-

national Telephone and Telegraph Corp., Ft. Wayne, Ind. A follow-on purchase of the displays is planned after delivery of the initial purchase.

America needs your help. Invest in U.S. SAVINGS BONDS, NEW FREEDOM SHARES

## Secretary Linda Bullers Visits LBJ in White House

By John Leyden

WASHINGTON — "As I was saying to the President just the other day . . ."

Many Washingtonians have used this line in an effort to impress out-of-town visitors, but very few of them were being truthful when they said it.

Linda Bullers, a 23-year-old secretary in FAA's Office of Supersonic Transport Development, is one of the exceptions.

Linda was an FAA representative at the recent reception held on the White House lawn for visiting Liberian President William Tubman, which was a thrill in itself, she said. But even more exciting things were in store for her.

Following the ceremony, she was selected to make a tour of the Executive Mansion. Included in the tour was a visit to the office of President Johnson, where she not only got to meet the Chief Executive, but to chat with him as well.

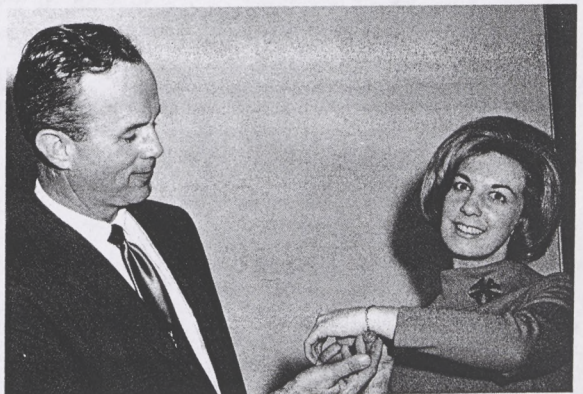
"He was very nice," Linda recalled. "He asked me where I was from, how long I had been in

Washington and how I liked working for the Government, among other things. We even talked a little about the SST program."

For those who missed Linda's answers to the President, she is from Brookville, Pa., and has been in Washington since graduation from high school in 1962. She has worked for FAA all that time—first for the Installation and Material Service, later for the Bureau of National Capital Airports and most recently for the Office of SST Development.

She says she is "very happy" in Government service and thinks FAA is the "best" of all Government agencies.

Before leaving the Chief Executive's office, Linda received a souvenir pen from the President and was asked to sign his appointment's calendar—"just as though I were a visiting dignitary." The President also presented her with a small gold charm bracelet bearing a replica of the Presidential Seal on its single charm, which Linda plans to have engraved.



### Charmer

Secretary Linda Bullers shows her boss, Colonel John D. Calhoun, USAF, Assistant to the Director of SST Development, the charm bracelet given to her by President Johnson during a recent visit to the White House. The charm bears the Presidential Seal.



Bart Whelan, of Boston Area's P&T, shows three eager applicants how to complete form.



Lucy Fabbo, also of Boston Area P&T, tells a temporarily puzzled job seeker at the Boston Center there are a number of papers to fill out.

To speed processing controller applicants, Atlanta Area air traffic and personnel specialists quickly grade exams. Checking papers are (left to right): Robert Barrentine, Helen Chaffin, Frank Millonas, Charles Carmichael, Tom Hamit, Richard Robinson and William Newman.

Michael Coe (left) becomes the first applicant assigned as an ATC trainee in the Washington Area. Coe talks over the job with Harry Shaw, Chief of the Morgantown, W.Va. FSS.



## Controller Recruiters SEARCH FOR TALENT

WASHINGTON—FAA is looking around the nation for the best talent available to train as air traffic control specialists. With the advent of spring, the momentum to fill more than 700 present vacancies has picked up considerably.

For fiscal year 1968, ATS is authorized a strength of 19,944 positions by Congress—an increase of 1,374 over the previous year.

In all regions, an intensified recruiting effort is using all available media to attract applicants. A written exam is required to determine whether applicants have the ability to learn to become controllers. They also must pass a physical and, of course, possess other qualifications to make them eligible for consideration.

Broadly speaking, at the Grade 5 level, the applicant must have

taken a four-year college course leading to a degree, or have three years of progressively responsible experience, or an equivalent combination of experience and education.

To qualify for Grade 6, the applicant must have all that is required for Grade 5, plus he must either have actively controlled air traffic or hold one of the following: a certificate as a dispatcher; an IFR rating; an FAA certificate as navigator; or certification as a fully-qualified navigator-bombardier with the armed forces.

Special positions in an applicant's experience can help qualify him—or her—for a higher position.

Here are reports from two active regions on just how they are going about the details. Other regions are working equally as hard.

### ... in Dixie

ATLANTA—FAA's recruitment program for air traffic controllers is in full swing in the South. Area air traffic and personnel branch specialists, working closely with their counterparts in the regional office, have gone all out to attract large numbers of applicants.

Many ingenious methods have been employed, with considerable success, to find qualified candidates and to test and process them in record time.

To accomplish this, for example, Atlanta Area AT and P&T personnel made arrangements to receive special Civil Service Commission test training.

Working with the Public Affairs staff, they have widely publicized the drive in metropolitan Atlanta as well as throughout the three-state area.

Special arrangements were made with Administrative Services to hold actual testing, grading and interviewing on several consecutive Saturday mornings in the regional office building.

#### They Started Early

On each of these Saturdays, P&T and AT employees arrived well before 7:30 a.m., to set up examination rooms. As soon as written tests were concluded, applicants were invited to make themselves comfortable in the coffee shop or waiting rooms while their tests were graded by area personnel. Test papers were quickly checked, and all candidates advised of their scores.

Persons who successfully passed the general written examination were next evaluated as to experience and training by P&T specialists. Appointments were then set up with the Aviation Medical Division for physical examinations.

Thus, the results of each examination effort were quickly known by both FAA and the applicants. Eligibles were expeditiously processed. Those rated ineligible were tactfully advised the same day.

Atlanta Area's recent all-out drive is typical of similar campaigns underway in Miami and Memphis Areas.

Numerous news releases were sent out to major news media throughout the Southeast.

More than 150 one-minute spot announcements were taped and distributed to radio stations and one-minute TV color film strips were prepared to announce career openings. Other publicity has been sent to colleges.



Tom Hamit (left) and Robert Barrentine (center), air traffic control specialists, Atlanta Area Office, interview an eligible ATCS applicant who has successfully completed the Civil Service examination for a controller's position in the area.



Clarence Kynock, Boston ARTCC Chief, and Roland Schellenberg, ARTCC Training Officer, try to "vector" a controller applicant their way during an interview at the facility on what is now known as "Sock-it-to-me Saturday."

### ... and in the East

NASHUA, N.H.—When dusk descended on this New England community one Saturday last month, a task force of Boston Area employees and townspeople sat back wearily but triumphantly after an all-day recruitment and placement effort that proved a resounding success.

Area Manager William Cullinan was elated by the results and complimented everyone who participated in the exercise.

Focal point of the two-pronged effort was the Boston ARTCC located here. Center facilities were preempted for the initial processing of 71 air traffic controller trainees, 30 of whom have already reported for duty and are now being given intensive training. Others will be added at a later date to further augment the present controller complement.

The capability to conduct the physical examinations was the key to the entire effort. Volunteering their services were three aviation medical examiners, six nurses and a laboratory technician. In addition, the electronics equipment firm of Sanders Associates, Inc. made its medical facilities available as did Nashua's two hospitals, Memorial and St. Joseph's.

#### People Extend Themselves

"No question about it," said Cullinan. "These are the people who deserve all the praise in the world for really extending themselves on our behalf."

Cullinan said that the three AMEs who supervised the physical exams were Drs. John Spring, Samuel May and David Marshall.

Additionally, recruiting on a large scale also was accomplished throughout the day stemming from newspaper ads placed in the *Manchester Union Leader* and the *Nashua Telegraph*.

Area office and Boston Center personnel interviewed a total of 272 people before closing shop. Of these, 91 were new applicants for the controller trainee jobs; 48 applied for maintenance mechanic positions; 37 for electronics technician jobs and the balance came in seeking general employment information.

Besides Boston, other Eastern Region Areas—New York, Cleveland and Washington—are recruiting vigorously.

# Dorothy Anderson Wins 1968 U.N. Fellowship

SACRAMENTO, Calif.—When Dorothy Anderson was a small, wide-eyed waif at an Indian mission school in a remote Montana village, she never dreamed she would one-day receive national recognition.

Miss Anderson, a flight service specialist at the Sacramento FSS, has been selected to receive the 1968 United Nations Fellowship Award of the National Federation of Business and Professional Women's Clubs, Inc.

Dorothy is a veteran of 13 years work in flight service stations in the Western Region. She started her career with FAA at the Seattle Flight Service Station and also had a tour of duty at the Elko, Nev. FSS.

Her career in aviation started in the Air Force where she served a four-year hitch as a radio operator and instructor at Kelly Air Force Base and the service school at Keesler AFB, Biloxi, Miss.

"I was born on the Flathead reservation in Montana," she said, "and spent all of my childhood there."

She attended the Ursuline Indian Mission School in St. Ignatius, Mont., went on to Marycliff High School at Spokane. She completed her work toward her degree and was awarded her B.A. from Seattle University in 1962.

Although she majored in English Literature, Dorothy has had 30 hours of academic credit in political science, including international law and relations.

With the proceeds of the fellowship, Dorothy plans study and research on the United Nation's International Civil Aviation Organi-

zation and the Human Rights Commission. Her research will take place in New York City sometime later this year.

While she is studying on the fellowship, she will also represent the Business and Professional Women at meetings and seminars. Dorothy is president of the Camillia City BPW Club and was elected to that post after serving as the organization's world affairs chairman and corresponding secretary.

Dorothy is an active pilot and a member of the 99s and the International Organization of Women Pilots. She belongs to the International Toastmistress Club and Altrusa International. Dorothy also serves as president of the Sacramento Safety Council.



## United Nations Fellow

As a child in an obscure little Indian village in Montana, Dorothy Anderson never dreamed that, when grown up, she would receive high honors and have an exciting job.

## In Washington State

### Bellingham FSS Saves Pilot

BELLINGHAM, Wash.—The flight service station here, just 18 miles south of the U.S.-Canada border, is doing its part to promote international goodwill.

Recently the Canadian pilot of a light aircraft contacted the Bellingham FSS on that station's emergency frequency. It was after dark and the pilot advised he was hopelessly lost and needed guidance. He had one passenger aboard.

Using the station's direction finding equipment, Specialist Gene Wells directed the pilot to the Abbotsford, B.C. Airport in Canada.

"After landing safely at Abbotsford, the pilot called the FSS and was profuse in his gratitude," Wells said. "Then we received another call from the Canadian ATC Center at Vancouver, again thanking us for the assist."

Wells said FAA air traffic personnel work closely with their Canadian counterparts, and that an atmosphere of friendship and goodwill exists.

"There have been other instances in which we have been able to help Canadian pilots, and a number of cases where Canadian air traffic personnel have helped U.S. pilots," Wells added.

## HONOR TOWER CHIEF

FAYETTEVILLE, N.C.—John Georgeo, Chief Controller at Granis Field, has been named "Kiwanian of the Year" by the Cape Fear Kiwanis Club in recognition of his many contributions to the club's major civic programs. He received the trophy from last year's winner during colorful ceremonies at the Downtowner Hotel.



## NAFEC Cited

Employees at NAFEC were cited recently for their outstanding support of the National Health Agencies during the 1968 Combined Federal Campaign. Receiving the certificate of appreciation from Mrs. Robert Eagan, Executive Director of the NHA's New Jersey committee, were (left) Claude Kennedy, the Center's CFC committeeman, and NAFEC Director Jack Webb, who also chaired the CFC committee for New Jersey's Atlantic County.

## Aviation Career Filmstrip Shown At Headquarters

WASHINGTON—Approximately 150 representatives of the press, industry and government previewed an aviation career filmstrip at FAA national headquarters recently.

The filmstrip, "Aviation—Where Career Opportunities Are Bright," was produced cooperatively by the National Aerospace Education Council (NAEC), the U.S. Office of Education and FAA.

Almost two years in production, the sound synchronized filmstrip is aimed at high school juniors and seniors, and presents aviation as a career.

The film package, consisting of the filmstrip, soundtrack and a 114-page "Counselor's Guide," is available to the public at a cost of \$10.

More than 450 copies of the package have been distributed by FAA to all area offices, and to State Superintendents of Education and State Vocational Directors throughout the country.

The filmstrip story centers around a "Career Day" at a typical high school. A student committee reports to the class on the multiple facets of the aviation industry. The student group then takes the audience on a tour of job possibilities in the aerospace industry, an industry which had more than one million employees last year, and a total sales of more than \$27 billion. Possibilities are explored for both men and women at all educational levels.

Students see how an airplane is built, from the blueprint stage through wind tunnel tests, and finally to its certification and use as an air carrier. Opportunities are presented which show the wide variety of occupations offered by FAA.

Finally, students are invited to contact their vocational counselor for further information about employment possibilities in the world of aerospace.

"Aviation—it's a young and vigorous industry," advises their counselor. "If you choose an aviation career and prepare for it with the best of your ability, you'll open the door to many opportunities to grow and to make an important contribution to your exciting world of tomorrow."

## Guam FAAers Are Study Champions

GUAM—If completion of FAA Academy directed study courses indicates career motivation, then personnel of the Guam Area Office have it.

ATCS personnel who have completed four or more courses are: Evans Bell, Judson Munsey, John Sexton, Rodolfo Vela, Norman Crawford, Bennie White and Richard Wilson. Since June 1966, ATCSs at the Center/RAPCON have completed 44 courses. Of these, 30 were completed within the past seven months. Thirty-five ATCSs, or 58 per cent of the total CERAP complement, are taking 21 different courses, completing an average of three courses a month. Most deal with management and supervision. Running a close second are the courses on radar theory and computer.

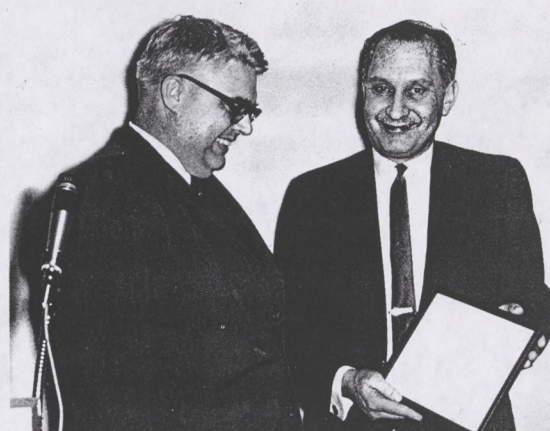
## In Raleigh, N.C.

### Jaycees Name Lamm Outstanding Young Man

RALEIGH, N. C.—Elwyn Douglas Lamm, air traffic controller, Raleigh-Durham Tower, has been selected for inclusion in the 1968 edition of *Outstanding Young Men of America*. Lamm's selection was announced recently by the Cary, N. C., Chapter of the U. S. Junior Chamber of Commerce.

*Outstanding Young Men of America*, an annual project of Outstanding Americans Foundation, recognizes young men who are working toward excellence in their careers and community service.

Lamm, an active community leader, is a member of the Cary Jaycees and has served as treasurer and parliamentarian of the organization. In 1967, he was named "Jaycee-of-the-Year"; was chapter president in 1967-68; received the 1967-68 "Spark Plug" award, the Jaycee SPOKE award, 1966-67, and has served as president of the Cary Civic Council. In recognition of his work as an air traffic controller, he received a Quality Performance award in 1967.



## Quality Rewarded

Budget Director James Dow (left) presents Acting Deputy Director Norman Potosky with a Quality Within Grade award at a Washington ceremony.



# HORIZONS

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**SIGN  
UP FOR U.S. Savings Bonds  
New Freedom Shares**



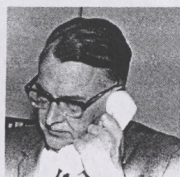
Administrator McKee and Deputy Administrator Thomas speak with area and regional directors during NASCOM. Subjects covered range from airports to weather in discussions designed to keep the men at the top constantly aware of the state of the national airspace system.



Jack Hilton  
Los Angeles



Arvin O. Basnight, Director, Western Region



Hervey Aldridge  
San Francisco



W. A. Stevens  
Denver



Vaughn Clayton  
Salt Lake City



Robert Blanchard  
Seattle



William Peterson  
Houston



Henry Newman, Director, Southwest Region



C. A. Commander  
Fort Worth



E. D. Jacobson  
Albuquerque



Top FAA personnel in Washington concentrate on the outages report.

## Management Has A . Finger or

WASHINGTON—Every weekday afternoon at approximately 1:27 the communications officer at Washington headquarters advises, "All areas and regions are on. . ." The lights in the tenth floor Telecon room are dimmed, and at exactly 1:30 a silver-white screen springs to life with the word "NASCOM."

This projection signals the start of a 15-minute telephone conference which utilizes one of the most sophisticated communications networks in the world. That conference is the newly implemented "NASCOM" (National Airspace System Communication).

The need for a better method of keeping Washington headquarters more closely and constantly in touch with the state of the National Airspace System (NAS) was recognized late last year by the Agency Review Board (composed of the Deputy Administrator and associate administrators).

Some way had to be found to keep headquarters informed, on a day-to-day basis, of the problems affecting NAS and just what was being done to solve these problems.

It is important to realize the scope of potential problems encompassed by the simple term "NAS." NAS is the totality of facilities, personnel, regulations, equipment and procedures which are necessary to maintain the safe and efficient flow of aircraft through controlled airspace in the United States. NAS includes radar facilities in Kansas City, teletype operators in San Francisco, computers in New York, a generator in Fort Worth and, in some way, every one of the more than 43,000 people employed by FAA.

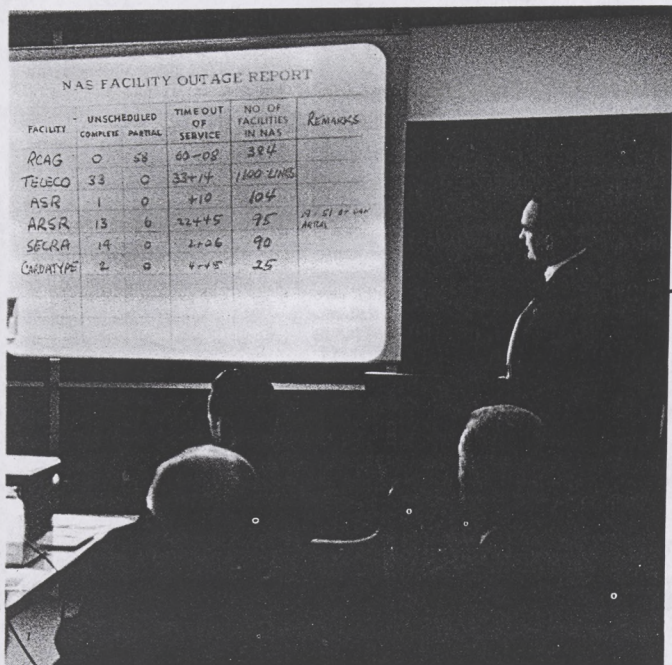
The state of the NAS system affects the thousands of passengers and pilots who depend upon the system to function well—all the time.

The big problem in keeping headquarters informed was one of communications, a common plight in any massive, widespread operation. Duane Freer, Special Assistant to the Associate Administrator for Operations, was assigned the task of putting together a conference, similar to the weekly "Telecon", including all areas and regions in the contiguous 48 states, plus NAFEC and the Aeronautical Center. The final solution was NASCOM.

Operationally, NASCOM is a daily telephone conference among all contiguous area managers and regional directors, General McKee, David D. Thomas, the associate administrators, and the heads of the agency's operating services.

During the approximately 15 minutes of the conference, systems outages, interruptions of service, accidents, weather and other data pertinent to the status of NAS are presented and analyzed by those closest to the situation.

But, like the proverbial iceberg, there is more to NASCOM than meets the eye. Before the daily conference can begin, there is a myriad of ground work which must be laid to assure that the 15 min-



Freer and narrated by Duane Freer (right) in the headquarters Telecon and NASCOM room.

# the Pulse

by Ed Enos

...ute period is used to its fullest capacity.

In the small hours of the morning, maintenance liaison officers and air traffic watch supervisors in the 21 domestic air route traffic control centers compile data on all problems which have occurred within the system during the previous 24 hours. These reports are put on the Service "B" teletype network and transmitted to appropriate area and regional offices and to Washington where they are studied, combined and evaluated in preparation for the 1:30 NASCOM.

Equipment problems which have, or could possibly affect the safety of our nation's skies, are contained in the tersely worded messages.

At 7:30 a.m. each day, all reports about the national airspace system have been received and are in the hands of Freer and his NASCOM working partner, James Holtsclaw, Program Analyst Officer, who then tackle the job of sorting, evaluating and compiling them.

During the morning, major areas of concern may be discussed with individual area managers or regional directors in preparation for the NASCOM report.

Minutes before the start of the conference, regional communications centers are contacted and last minute changes or additions discussed. Thus, this guarantees that everything is accurate and completely up to date.

When, at 1:30, Freer or Holtsclaw announces, "General McKee, Mr. Thomas, all regions and areas are standing by . . .," the many hours of preparation are brought into focus.

A typical NASCOM covers diverse topics. The discussion might begin with a snow storm in Oklahoma, where heavy ice has caused telephone lines to break. Perhaps there was a military jet lost departing Andrews AFB. The area of concern might then move to Riverside, Calif., where the failure of an auxiliary fuel pump has kept agency personnel filling a half-gallon fuel tank every 15 minutes so that there will be no radar outage over hundreds of square miles in the western United States. Then there might be a problem caused by young boys who tried to chin themselves on an ILS antenna in Texas.

Problems are manifold, but one goal is paramount . . . the National Airspace System must work, and it must work well 24 hours a day, 365 days a year.

What is NASCOM expected to accomplish?

It can and does keep the fingers of top area, regional and headquarters personnel on the pulse of NAS—currently made up of some 12,000 individual facilities.

It can and does point out recurring facility failures, and many times indicates the type of preventive measures which are needed.

NASCOM can and does give those at the top a feeling for the thousands of minute entities which make up our National Airspace System.



George Gary, Director, Eastern Region



William Cullinan, Jr.  
Boston



Stanley Henceroth  
Washington



Chris Walk  
New York



Clay Hedges  
Cleveland



James G. Rogers, Director, Southern Region



Chester Wells  
Atlanta



Paul H. Boatman  
Miami



Birge D. Alexander  
Memphis



Edward C. Marsh, Director, Central Region



Robert I. Gale  
Kansas City



Paul Cannom  
Chicago



Robert O. Ziegler  
Minneapolis

# New Jet Simulator Okayed

By Dave Myers

MINNEAPOLIS—It climbs, descends, pitches, rolls, yaws, banks and goes through just about every attitude, maneuver, or gyration that the Boeing 707 and 727 does, but it never leaves the ground or the room in which it is housed.

This, and more, only begins to describe the new dual-cockpit, sin-

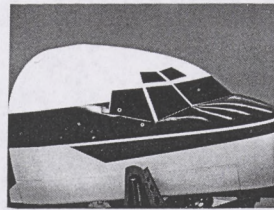
gle digital computer simulator which was recently approved by the FAA for use by Northwest Airlines in training pilots and in checking pilot proficiency.

So realistic is this flight simulator, it can even duplicate noise in simulated flight.

This is the first intallation of a Boeing 707-727 dual simulator and

only the second dual flight simulator of its kind. It was built by the Link Group, Division of General Precision, Inc. with technical assistance from The Boeing Company.

The simulator is unique in that a single computer programs the activities of both a B-707 and a B-727 cockpit at the same time.



## Going Up

Shown in a climbing attitude is the new dual-cockpit, single digital computer Boeing 707-727 flight simulator which was recently approved by the FAA for use by Northwest Airlines in training pilots and in checking pilot proficiency.

Because of its originality in design and application, FAA personnel played an important role in getting the simulator checked out for use as a training and pilot-check device. The man responsible for coordinating all of the FAA's activities with the airline was Claude C. Schmidt, of the Minneapolis Air Carrier District Office, who served as the simulator team chairman.

It proved to be no easy task. After the simulator had been delivered and installed, the first job was to assure that the electronic equipment met specified design criteria and that adequate maintenance procedures were established to assure proper operation of the simulator.

This was accomplished by a group of electronic specialists headed by Howard Brady, principal avionics inspector at the local air carrier district office.

When this was completed, it was up to flight test engineers to make detailed studies of the instruments and control forces exerted by the simulator. This work was carried out by Stuart M. Present and Charles W. Dreyer, flight test engineers from the Central Region Office in Kansas City.

Their studies indicated that the

flight and instrumentation characteristics compared very favorably with the airplane reference data.

A team of FAA airman certification inspectors then was assigned to evaluate the flight characteristics of the simulator as compared to actually flying the B-707 and 727. Accomplishing this task were Charles O. Bevis, Minneapolis ACDO, and H. B. Mitchell, Kansas City ACDO, both specialists in the Boeing 707; and Dale C. Peterson, Minneapolis ACDO, and Gordon K. Lankford, Kansas City ACDO, Boeing 727 experts.

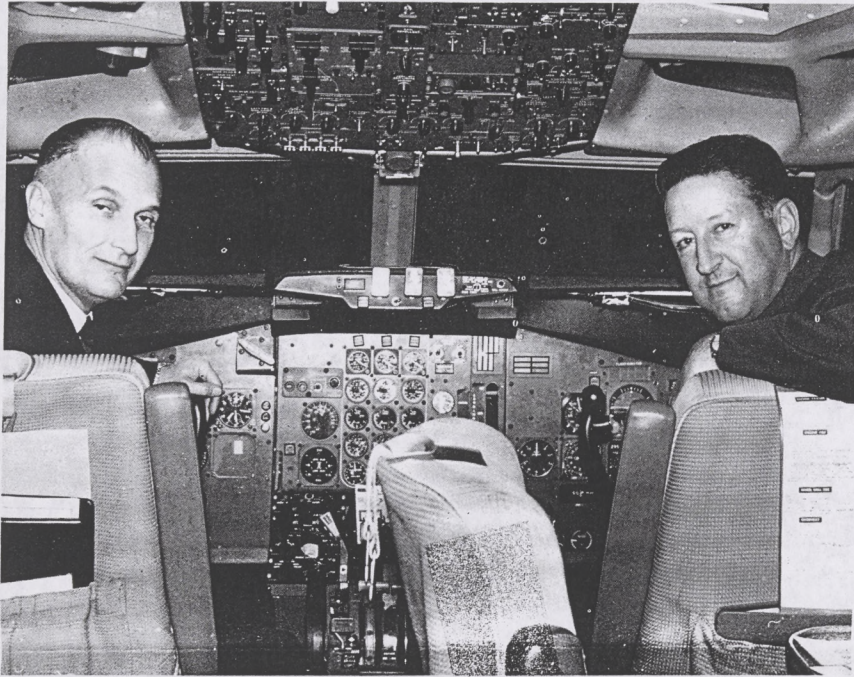
After putting the simulator through a series of rigorous tests, it was given the FAA stamp of approval for use in flight checking Northwest's pilots and in its pilot training program by Richard Gerzowski, principal operations inspector assigned to Northwest Airlines, Minneapolis ACDO.

The dual cockpit, single digital computer simulator represented a sizeable investment by Northwest Airlines, costing more than 2½ million dollars. However, Northwest officials estimate the simulator will save them almost a million dollars a year in flight checks and in training pilots.

Benjamin G. Griggs, Jr., Vice President of Flight Operations for Northwest, is quick to point out that the simulator represents more than just a ratio of benefits versus cost. Northwest is convinced that the simulator will make it possible to develop more efficient, better trained pilots—pilots who are better equipped to handle emergency as well as routine situations.

This is possible, said Griggs, because training can be concentrated in areas where it is needed.

In essence, the dual simulator effects a significant improvement in the interest of aviation safety—a goal which is of paramount importance to the FAA and aviation interests everywhere. These sentiments were echoed by Minneapolis Area's Flight Standards Chief, Tom Ashley.



## Checking Out

In the cockpit of the flight simulator are Richard Gerszowski (left), Principal Operations Inspector, Minneapolis Air Carrier District Office, and Tom Ashley, Chief of Minneapolis Area's Flight Standards Branch.

## Arizona EMT Is Busy Man

PHOENIX, Ariz.—Robert J. Juarez, electronics maintenance technician, is a Scout leader, choir director, band leader and community leader here. Juarez is also Cub Master of Pack No. 18, whose youngsters recently were awarded first place in the Annual Scout Week window display contest.

Juarez had a hand in deciding the theme of the display, which was "Communications." The development of communications from smoke signals, through telegraph,

up to television and modern satellites was presented.

The Cub Pack is sponsored by the St. Mark's Catholic Church where Juarez directs the choir, which has sung at the nationally-known San Xavier Del Bac Mission in Tucson.

Juarez is past vice president and president of the Home-School Association, a board member of the Mexican Chamber of Commerce of Phoenix and is active in St. Mary's High School Father's Club and Parent's Club.

He also leads his own band, which has played at the Executive House, the Racquet Club and Ramada Inn.

## At Colorful Palm Springs

### Chief Is Flying Deputy

PALM SPRINGS, Calif.—"You're deputized, pardner," sounds like a line from an old Western, but to Arthur Woolston, Tower Chief here, it's for real.

Woolston has been deputized a full-fledged member of this desert resort's Police Aero Squadron—pilots all.

One of the squadron's missions is air search and rescue in the vast and forbidding desert area surrounding this colorful oasis.

At last count there were 30 flying deputies in the Aero Squadron. The group plans an air fair this fall and also will participate in the widely-publicized annual hot air balloon race over the

sprawling California desert sands. Palm Springs' history dates back 100 years, when it was founded as a stagecoach station and resting spot for weary travelers from the East.

Until the early 30s, it languished as a dusty, almost unknown desert town. Then it was discovered by the very wealthy and today has become a bustling spa with a population of more than 20,000.

The FAA tower was dedicated last April and Woolston was assigned to duty there at that time.

"The Palm Springs' Aero Squadron is a fine organization, and I consider it a privilege and an honor to belong to it," Woolston said.

## ICAO Rep Reports

### Mexican Nav aids Are Modernizing

OKLAHOMA CITY—Perry S. Bolyard, well known for years throughout FAA as "Mister Air Traffic Training," recently spent a

few weeks at the Aeronautical Center between assignments as Air Traffic Service Adviser to the Republic of Mexico.

His assignment, concerned with the total air navigation system, is through the International Civil Aviation Organization (ICAO), one of the United Nations family of technical organizations.

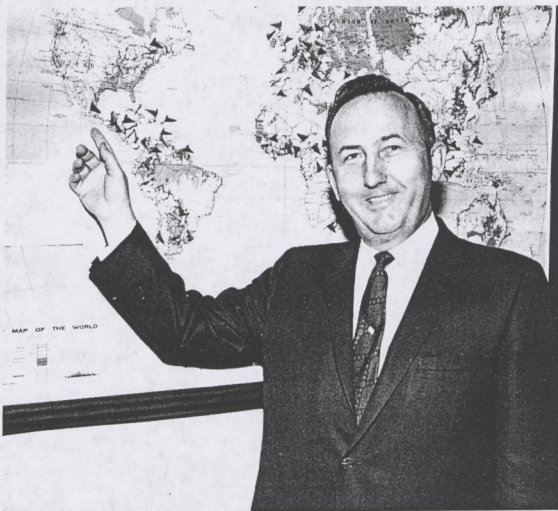
Bolyard, a veteran of 26 years with FAA, reports that tremendous growth and modernization are taking place in the air navigation and air traffic control facilities and capabilities south of the Rio Grande.

For instance, 32 new VORs, nine NDBs, six DMEs, three new ARTC centers, a number of control towers—some with approach control—VHF air/ground units and other peripheral equipment are presently being installed.

The total system is undergoing modernization so that by 1970, air traffic control will be complete throughout the Republic.

Mexico has a rather large number of airports of varying size, 19 of which are rated as international. There are 2,200 private Mexican registry general aviation aircraft, many international general aviation craft plus the international and national air carrier flights.

All aspects of aviation in Mexico are growing. For instance, the number of passengers carried at the country's four major airports has doubled since 1961. Likewise, general aviation growth is soaring.



## Down Mexico Way

Perry S. Bolyard, widely known throughout FAA for years in air traffic control training, spent a few weeks at the FAA Academy in Oklahoma City recently between assignments as Air Traffic Service Adviser to the Republic of Mexico. Bolyard shows on a map the location of his assignment.

# Direct Line!

This is your direct line to the top. Your questions will get answers! Employees are encouraged to discuss questions with their supervisor or local F&I office. However, if this is not convenient, questions addressed to Joseph H. Tippets, PT-1, FAA, 400 Independence Ave., S.W., Washington, D.C. will be answered. All questions should be signed, and concern only personnel and training programs, policies and procedures. What's your question?

Questions: I have a three-part question. Here's my first one:

(1) Is Order OA 3500.2 dated 6-24-64, which establishes agency policy on field material positions, still in effect?

Answer: Yes.

Question: (2) In view of the many rumors and studies over the past three years, has any decision been made on abolishing, downgrading or establishing a Career Development Program for these positions?

Answer: Notice PT 3510.12, issued August 12, 1964, initiated a classification review of field materiel specialists positions to make sure that these jobs were properly classified. A downgrading resulted because the actual duties and responsibilities would not support the original classification. There are no plans at this time for establishing a Career Development Program for this group of positions.

Question: (3) Is there any uniformity of materiel duties and grade structure agencywide?

Answer: No. Assignment of logistics responsibilities may be uniform, but workload, specific duties and performance may vary—particularly at the sector level.

Question: I have a two part question. (1) What percentage of time is an employee expected to travel before "travel" is stated specifically as a duty in the position description?

Answer: The extent to which travel should be included in a position description requires a management judgment in each instance. If the travel is inherent to the performance of the assigned duties and the duties cannot be performed without the travel, then travel should probably be mentioned in the position description. Incidentally, travel is never in itself a grade-determining factor. See N 3550.11 for the latest information on overtime pay for travel outside the regularly scheduled tour of duty.

Question: (2) What is a definition of, and a numerical value in, percentages of travel time for the following: not at all; occasional; frequent; excessive?

Answer: Once again, it's up to your supervisor to make this decision. What may be termed "occasional" or "frequent" travel for a civil engineer may actually be "excessive" travel for an air traffic controller. The phrase "not at all" is self-explanatory. Any specific questions you have regarding your job description can be answered by your supervisor or your personnel office.

Question: As building and grounds manager at an air route traffic control center, I am supervisor of five wage board employees. My

position is classified at the GS-9 level here, but in other regions it is classified at the GS-11 level. Duties of both positions are essentially the same. Why this inequity when all regions operate under the same Civil Service regulations?

Answer: It is not uncommon for Federal employees to express concern that positions with apparently the same duties are allocated to different grade levels. When these positions are thoroughly reviewed, the higher grade positions are usually found to contain duties and responsibilities significantly different from those of the lower grade position. If you are convinced that your position is undergraded, you should discuss the situation again with your supervisor and Area personnel officer, or use your appeal rights as outlined in OA P 3510.8, Chapter 4.

## NAFEC Pair Leads Class

PENSACOLA, Fla.—Two management analysts from NAFEC finished at the top of a class of 17 persons at a DOD joint "Work Methods and Standards" training course held at the Naval Air Station here recently.

Edward H. Timm was top man with an average of 97 per cent. In second place was Francis Yakita.

## Stock Owning Rule Issued

(Continued from page 1)

the area manager. If the exemptions stated earlier do not apply, the Review Official will evaluate the conflicting interest and provide ways and means to remedy the situation. Such remedial action, when necessary, could range from requiring divestment of financial interest to approval of retaining the investment—the latter when the Review Official has determined that the employee's involvement is not substantial enough to conflict with his duties and responsibilities.

### Notifying Employees

The 1,200 employees who must submit a statement of financial and

## Will Improve 397 Airports \$74.7 Million Airport Program Is Announced

WASHINGTON — Allocations of \$74.7 million for the construction and improvement of 397 public civil airports under the Federal-aid Airport Program (FAAP) for Fiscal Year 1969 have been announced by the agency.

These allocations provide \$67.7 million to improve 356 existing airports and \$7 million to construct 41 new public airports.

Allocations were based on \$70 million appropriated by Congress for airport aid during the 1969 fiscal year, and carryover funds from previous years. Federal funds will match those provided by local communities, generally on a 50-50 basis.

FAA developed the FY 1969 Program from a record 773 requests for aid by public agencies totaling over \$392 million.

## Greek Facilities Similar to FAA's

By Cliff Cernick

SALT LAKE CITY — FAA has provided some touches of home for two Greek trainees on their first trip to this country.

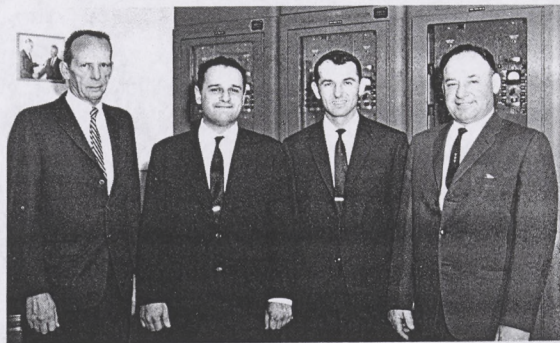
George Antonopoulos of Athens and Christos Andrianos of the island of Corfu, have found agency facilities similar — and in many cases identical—to those in their homeland.

The pair recently completed training at Oklahoma City and arrived here for further on-the-job training as part of their five-month stay in the U.S.

The Greek Department of Civil Aviation—roughly equivalent to FAA in its function—has purchased U.S. equipment for its airspace system. Therefore, the trainees are studying equipment in the U.S. that is not totally strange to them.

The Salt Lake City area was chosen for a large portion of the young men's practical training because of its similarity to Greek terrain. An added advantage was the fact that two key FAA officials in Salt Lake City formerly worked in Greece and are familiar with the Greek technical program.

Vaughn M. Clayton, Salt Lake City Area Manager, and C. T. Bethard, Chief of Electronics Systems Engi-



### Just Like Home

Standing near equipment similar to that being installed in Greece are Greek technical trainees George Antonopoulos (second from left) and Christos Andrianos (third from left). With them are C. C. Steene, (right), Chief of Salt Lake City Airway Facilities and C. T. Bethard, Chief of Salt Lake City Electronic Systems Engineering.

neering, both had tours of duty in Greece.

"The trainees visited the RAPCON at nearby Hill AFB, which is almost identical in equipment and staffing to the recently-commissioned center at Athens Airport," said Bethard. "During the second week here, they visited the radar site at Francis Peak. This is virtually identical to the Parnus military radar site, which will be remoted to the Athens Airport in the same manner as Francis Peak radar is remoted to our center."

After leaving Salt Lake City, the

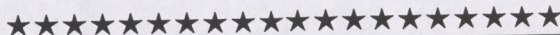
pair will go to Reno for further training.

Reno was chosen for one phase of the training because navigational aids there correspond to those being installed at Athens.

Antonopoulos, 27, is employed by the radio maintenance section at Athens Central Airport. Andrianos, 31, is an electronics engineer at Kerkyra Airport. Both men speak English, which is taught in the Greek school system.

Expenses for Antonopoulos and Andrianos are being borne by the Greek government.

# RETIREMENTS



### Alaskan Region

Ted R. Young, Electronics Engineer, Anchorage, Alas., 26 years; Alfred K. Young, Flight Operations Specialist, Anchorage, Alas., 27 years.

Charles F. Allnut, Supervisory Materiel Specialist, Anchorage, Alas., 26 years.

### Central Region

Victor Wink, Civil Engineer, Des Plaines, Ill., 25 years; Gertrude A. Hanauer, Clerk-Stenographer, Kansas City, Mo., 18 years; George Hirshman, ATCS, Chicago, Ill., 14 years; Joseph Woodward, Supervisory ATCS, Detroit, Mich., 23 years.

### NAFEC

Clair R. Taschner, Administrative Assistant, 33 years.

### Pacific Region

Francis B. Buckner, Supervisory Air Carrier Specialist, Honolulu, Hi., 33 years.

### Washington Headquarters

Hyle Loury, Painter, Bureau of National Capital Airports, 25 years;

Miami Johnson, Laborer, Bureau of National Capital Airports, 11 years; Marjorie A. Jackson, Clerk (Stenography), Systems Maintenance, 24 years; John L. Templeton, International Relations Specialist, Flight Standards, 36 years; Herbert E. Stats, Financial Manager, Headquarters Operations, 16 years; Donald A. McConnell, ATCS, Air Traffic, 29 years; Evelyn M. Sterling, Secretary, Flight Standards, 16 years; Ruby B. Pribble, Contract Specialist, Logistics Service, 24 years.

### Western Region

Patrick J. Adams, ATCS, Sacramento, Calif., 20 years, (Dis); Charles E. Buck, Electronics Mech. Technician, Burbank, Calif., 15 years, (Dis); Howard B. Kendall, ATCS, Phoenix, Ariz., 18 years, (Dis); Bernard C. Swaffield, Supervisory ATCS, Seattle, Wash., 38 years, (Dis); Russell A. Harshman, General Maintenance Foreman, Denver, Colo., 10 years, (Dis); Allan A. Ramerman, Supervisory ATCS, Tower, Oakland, Calif., 25 years, (Dis); Kenneth E. Harkema, Supervisory ATCS, FSS, Walla Walla, Wash., 37 years; Robert L. Knudson, Electronics Technician, Seattle, Wash., 31 years; Dwight F. Petersen, Asst. Chief, Flight Standards Branch, Los Angeles, Calif., 29 years; Newell C. Whittington, Supervisory ATCS, Prescott, Ariz., 11 years, (Dis); Jerome L. Tonkin, Electronics Technician, Tracy, Calif., 38 years, (Dis); Guy E. Jarrett, Civil Engineer (Arpts), Los Angeles, Calif., 37 years; Clarence W. Tone, ATCS, (Twr), Fresno, Calif., 36 years; Eugene L. Mars, ATCS (Twr), Medford, Ore., 27 years; Marcel Gevaudan, ATCS (Twr), Riverside, Calif., 27 years (Dis).

### WESTERN IS BUSY

LOS ANGELES — Western Region's Aircraft Engineering Division provides technical advice to: nine major aircraft manufacturers, 45 sub-manufacturers, 110 air agencies, 13 production certificate holders, and 84 approved parts manufacturers.



### Jumbo Coral

Cliff Walker, Deputy Associate Administrator for Operations, inspects typhoon damage to a Wake Island house during an inspection flight in Vietnam. Under foot is a huge hunk of coral reef ripped from its place on the ocean floor and hurled into the house by the ocean.



## It's Flying Fun Time!

By Thom Hook

WASHINGTON—Early in the morning on these crisp and sunny spring days, most agency people like to grab their golf bags, wake up a neighbor and head for the local golf course for an early tee-off. Or maybe shake the family awake and go for a leisurely drive in the country to enjoy the brightness of spring.

However, in Washington, a group of enthusiastic souls think that there's nothing better to stimulate them than to wipe the dew off a light aircraft during the pre-flight, have a cup of coffee and be "wheels-up" at seven. They are the members of the five-year-old FAA Flying Club—64 strong. Their fascination with flying—on and off the job—seems perpetual.

Although bearing the agency name and formed by agency employees, the FAA Flying Club, Inc. has no official connection. For its current members, however, the standards remain as high as when the flying club started in 1963.

At that time, 10 charter members each put up \$200 to guarantee using 400 flying hours in their fixed base operator's aircraft, at \$5 per hour that first year.

Initiation fees of \$50 each, plus monthly dues from the 100 members that flocked to join, made it possible, in a year-and-a-half, to pay \$10,000 for the club's own training aircraft. Its officers thereupon immediately refunded the money risked by the charter members.

Some 200 people have learned to fly in the club, and many others have found it the most economical way of maintaining proficiency.

Most recently, college student Alan S. Boyd, Jr., son of the Secretary of Transportation, soloed after a week's instruction and received his private pilot license in four weeks. His mother has also flown with the club, as has Dave Thomas, Jr., son of the Deputy Administrator.

### Officers Are Active

Officers who keep the club moving, now that the founders have long-since stepped aside to let others take the reins, are: Ivon Ressler, president; Bill Phelon, of the Federal Trade Commission, vice-president; Marie McAllister, of SST, corporate secretary; and Henri Keyzer-Andre, of Flight Standards Service, maintenance officer. Bob Nickelsberg, assistant Washington Area Manager, is director and past president. Truman "Bud" Tillman, budget analyst, is treasurer. Clyde Pace, newly named Acting Deputy Director of Airports Service, is the club's safety officer.

At PG Airpark in nearby Maryland, or Rose Valley, as it is known informally, are a well-maintained brace of single-engine Cessnas, nine available instructors and a friendly fixed-base operator—Captain Larry DeAngelis—who does everything he and his staff can do to make FAA Club members enjoy flying.

Among the steps to please club members is a continuous program of instruction in ground schools at the airport, which is 15 miles south of Washington. A new course for the private pilot license started April 8th, running every Monday and Wednesday for 10 weeks, from 7:30 p.m. until 10 p.m. Aspirants seeking a commercial pilot license started April 9th.

Learning to fly is particularly attractive through the FAA Club because at present only about one in six members is a student pilot.

"Even with a dozen new student members," says von Ressler, club president, "the scheduling of our Cessna 150 for training flights would not be tight."

Ressler, who works in logistics for the agency, deal-

ing with supply and property management, would like to alter the mix of students and experienced pilots, since normal attrition has reduced student total.

The club purchased a Cessna "150", in late 1965, and a Cessna "172" last year.

Both aircraft are maintained by Henri Keyzer-Andre, who regularly deals with maintenance regulations for the agency in Flight Standards, and takes a busman's holiday to be the club's A&P mechanic.

If he appears a bit dignified for the monkey-wrench set, it's because he at one time flew transoceanic flying boats and was in charge of airline maintenance for an entire continent with a major carrier.

The three-place Cessna "150" rents to club members (who pay a \$50 initiation fee and \$7.50 a month dues) for only \$7.00 an hour "wet" (including fuel) vs. about \$12 an hour commercially. The four-place Cessna "172" rents for \$12.50 an hour "wet" (vs. an average \$18.50 commercially).

### Scheduling Is No Problem

The smaller aircraft is used mainly by students for training, but sometimes for cross-country flying.

The faster, larger "172" has been completely equipped for instrument flight training at an investment of more than \$3,000. The panel includes dual "omni," automatic direction finder, marker beacon and glide slope receivers; ILS indicator; heated pitot tube and other devices. The "172" often is used for long "cross-countries."

Scheduling, at present, results in total logging of about 30 hours a month on the "172" and 50 a month on the "150."

In the first year of membership, one should log at least 28 hours in the "150" to better the non-club member's costs of flying independently, because of the initiation fee.

In the "172," if one flies 24 hours or more in a year, he is "ahead of the game," according to Club President Ressler. The years following, only a couple of hours flying time per month makes club flying less costly. The first several hours a month take care of the \$7.50 monthly dues, and all flying over two hours would then be at a saving of \$5 an hour for the "150" and \$6 for the "172."

### Cheaper Than Owning

Since scheduling is no problem with the club, the savings achieved by group flying and ownership is significant over private ownership.

As an example, owning a second-hand trainer-type aircraft, valued at about \$3,000, to fly an average of 60 hours a year may seem convenient. But it costs the owner-pilot about \$13 an hour to fly his own trainer, including cost of tie-down, minimum insurance, fuel, average annual periodic cost and less the interest the money would have earned in a bank.

The club member flies newer equipment, valued at least twice the amount, for \$9.30 an hour (the "150") for his average 60 hours; or flies the Cessna "172," whose radios and panel alone are worth more than his trainer, for less than \$15 for an hour for his 60 hours! And maximum insurance covers both club aircraft.

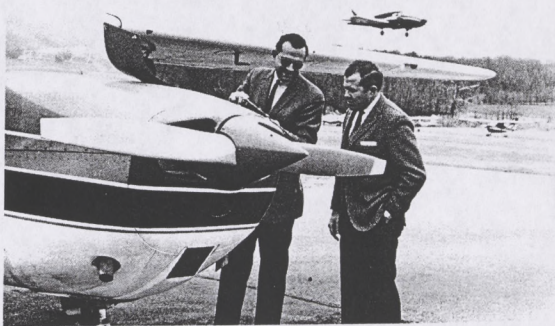
These figures are based on the \$50 initiation fee, so subsequent years would subtract about a dollar from a club member's hourly fee, in the 60-hours-a-year category.

So, it's "learn to fly" time for FAAers and their friends through the FAA Flying Club, one of many well-run flying clubs owned and operated by agency employees throughout the country.

The Cessna "150" owned by the FAA Flying Club is landed by Ivo Ressler, club president. Rental of the training plane to members is at that rate of \$7 an hour, which includes fuel.



Henri Keyzer-Andre, FAA Flying Club maintenance officer, checks aircraft scheduling as pretty Lynne Benn, of the fixed base operator's staff, talks to a student pilot over the Unicom microphone.



Flight Instructor Frank Hoffman shows Richard Olinger, FAA Flying Club student pilot from Goddard Space Center, that a correct pre-flight includes making sure the "172" has sufficient oil by looking at the dip stick.



Ivon Ressler, of the logistics staff at headquarters and president of the FAA Flying Club, points to PG Airpark south of the nation's capitol, location of the club's operation. Officers are (left to right): Clyde Pace, Acting Deputy Director of Airports Service, safety officer; Ressler; Marie McAllister, of SST, corporate secretary and Henri Keyzer-Andre, of Flight Standards, service maintenance officer.