HORIZONS

Those Nostalgic Air Mail Days Pages 4-5

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This Is New

At NAFEC, Donald Martin (pointing) explains to a COPCOM group the control panels in the mockup of a new terminal radar control console.

Controllers Convene To Help Solve Problems

WASHINGTON — The fourth meeting of the Controller's Procedures Committee (COPCOM) convened in Washington recently to attack problems in both the en route and terminal areas of air traffic control.

The group, composed of 32 FAA controllers, representatives of the armed services, and the Air Traffic Control Association met first in Washington and then moved to New York to see the sophisticated radar equipment in action.

From New York, the controllers went to NAFEC, then returned to Washington for further discussions.

During the productive two week session the group, divided according to en route and terminal interest, discussed agenda items ranging from recurring frequency congestion to obsolete procedures and language contained in agency manuals.

While in New York, the group viewed the Common IFR Room at JFK and saw demonstrations of the ARTS-IA system and the new large screen display (Eidophour).

This year, for the first time, the COPCOM agenda was expanded to include three days of briefings, demonstrations and discussions concerning air traffic control equipment programs and facility environmental factors. The objective of this change was to introduce COPCOM participants to new air traffic control equipment, and to provide the group with the technical frame of reference necessary for the development of future procedures.

The mood thus established furthers the flow of information from air traffic controllers in the field to the research and development personnel who design the equipment which is fundamental to the air traffic system.

In Atlantic City, the COPCOM members were briefed on ARTS, the alpha-numerics program designed for terminal air traffic control, NAS Stage A, Beacon Numerics and en route and terminal improvement programs.

Recommendations on agenda items from the air traffic controllers were numerous and showed a great deal of insight into the problems which affect the nation's airways

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At Niagara Falls

'Buffalo Bob' Bags Beech

BUFFALO, N.Y.—A single-engine Beechcraft with an oil-splattered windshield was kept from a possible splashdown beneath Niagara Falls recently, thanks to an expert assist by a radar controller in the tower at the nearby international airport here.

The Beechcraft, with two passengers and pilot aboard, had departed Niagara Falls Airport flying IFR. Immediately after entering a thick overcast, the plane developed an oil syphon situation that all but eliminated visibility through the windshield. The oil pressure began to drop alarmingly.

At the Buffalo Tower radar room Bob Stollsteimer, who was working the Beechcraft, calmly vectored the aircraft back to the Niagara Falls localizer for an ILS approach. When he observed the pilot having great difficulty flying the ILS, Stollsteimer provided the Beech with a perfect surveillance approach to runway 28R at Niagara Falls. For the assist, Stollsteimer received an Eastern Region "We Point With Pride" plaque.

FAAer's Dad Is OK In Mine Disaster

By Don Byers

WASHINGTON — From her desk in the Programs Requirements Office of FAA to Big Sewell Mountain in West Virginia, seemed like a long, long way to Jane Miller on May 6. Not long after the water rushed into Mine No. 8 at Hominy Falls, Jane heard that her father, Roy L. McClure, was among the miners trapped below.

A few days before, Jane—an agency employee since 1960—had told him on the telephone, "I wish you'd get out before something happens." Her father assured her that there was nothing to worry about. Statistically, the mine was safer than a drive on the Beltway. Besides, he had only a year to go until retirement. For 19 years, he never had experienced any serious trouble.

Roy McClure was one of the lucky ones. With the 14 others who were trapped high in the flooded area, he spent a reasonably comfortable 113 hours in the 36-inch high shaft. Within 24 hours after the flooding, hot food, drinks and communications lines had reached the men. It wasn't long before word about the survivors reached Jane here, and her mother at the site.

"Mom had her first chance to talk to Dad on Thursday," Jane recalls, "and he was mostly worried that the shrubs he had just planted would freeze. He asked Mother to protect them for him, and said he felt just fine."

Roy's condition, like that of the 14 others with him in that section of the mine, was excellent. They had plenty of good hot food, lights, communications with the outside world, and air mattresses to sleep on.

By Saturday, May 10, Roy was out in the light again, just a little weak in the knees from so many hours without being able to stand up.

Waiting for news about whether her father had survived was hard enough for Jane and her mother, but her brother Roy Jr., in the Philippines with the Air Force, first was notified that there was no hope. By the time a more accurate message was sent, he was already airborne back to the States.

Some of Jane's father's friends were among the six more rescued May 16. They had been with the group of 10 who were officially given up for dead.

Her second oldest brother, Paul, had about three months left of his Air Force and Thailand tours. But he was sent home a civilian—his commander saw little sense in having him return to Thailand for the time remaining.

All of the miners got overtime for their unscheduled stay in the mine. Oh yes—the shrubs were dutifully covered, and are doing just fine, thank you.

Jane attended business college after graduation from high school in Richwood near the suburb of Hominy Falls, and joined FAA.

Atlanta Tower 'ARTS' Program To Expand

WASHINGTON—Administrator McKee has approved the transfer of the main elements of the automated Beacon Alpha-Numerics (BAN) system, now installed in the New York Air Route Traffic Control Center, to the Atlanta Airport Terminal Radar Approach Control (TRACON) facility. At Atlanta, the BAN equipment will be used to expand and improve the capabilities of the Advanced Radar Traffic Control System (ARTS) which has been in operation there since April 1965. Installation of BAN components at Atlanta is expected to be completed by the end of the year.

BAN and ARTS are similar systems, using much of the same electronic equipment. Each is capable of displaying information on aircraft altitude and identity directly on controller scopes. This information is presented in the form of electronically-generated alpha-numeric data tags, which are attached to the aircraft targets and move with them. Conventional radar systems, on the other hand, show only the direction and distance of aircraft targets. Altitude and identity must be obtained by radio voice contact with the pilot, or by other means.

Among the major BAN components being shifted to Atlanta are the Hazeltine alpha-numeric generator and the UNIVAC 1218 computer, plus various support elements. This equipment will be used to augment similar equipment already in operation in the Atlanta TRACON.

The addition of the BAN components to ARTS will increase the alpha-numeric display capabilities of the Atlanta TRACON, permitting the facility to keep pace with the steady growth of air traffic in the Atlanta metropolitan area. In addition, it will facilitate field testing of techniques for the application of alpha-numerics to existing airport surveillance radar (ASR) displays and the new bright radar (TV) displays for tower cabs.

Because of its limited capacity, the BAN system was used in only nine of the 37 sectors in the New York Center. This proved an operational shortcoming in the use

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The Animal Farm

Carole Downs jumps back as her pet mongoose pops out, to the amazement of legal brains George Foster (left) and Owen Birnbaum.

Secretary Brings Wild 'Mongoose' To Work

By John Leyden

WASHINGTON — This is a story of a mongoose loose in FAA Headquarters.

It began, appropriately enough, on April Fool's Day when pretty, red-haired Carole Downs showed up for her secretarial job in Airports Service carrying a large, rectangular wooden box on which the following legend was printed in bold, red letters: "DANGER—MONGOOSE, DON'T TOUCH."

Well, you can't set something like that down on your desk without attracting attention from passersby. After all, one doesn't meet a mongoose every day—not even in Washington.

So, it wasn't long before a small crowd had gathered at Carole's desk and began firing questions at her: "Where did you get it?" "What does it eat?" "Isn't it dangerous?" "What are you going to do with it?"

Quite frankly, some of Carole's answers didn't ring true. She said she found the mongoose in the woods. Almost everyone knows that this animal is not native to North America but comes from India. She also said it ate nuts and

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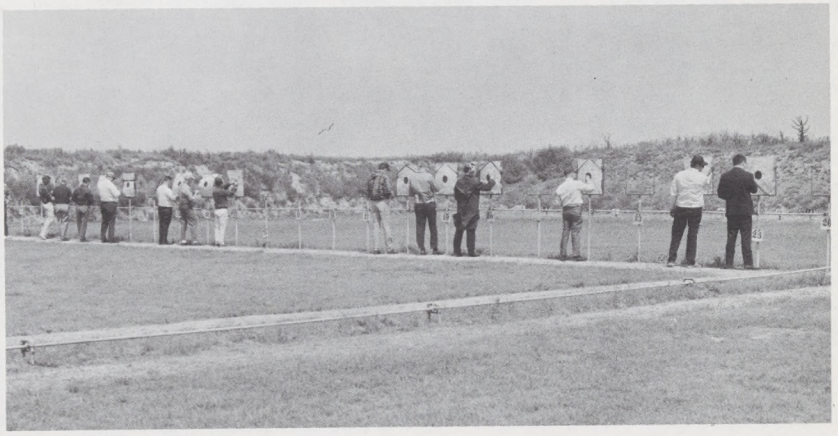
The Sky Marshal's equipment is ready for packing just before plane boarding. Everything necessary to subdue a potential skyjacker is included in the handy briefcase: (from left) handcuffs, blackjack, revolver, tear-gas gun and headset.



Some of the FAA Sky Marshals examine their proficiency at long-range pistol work on the range at the Border Academy in Port Isabel.

Texas-Trained Sky Marshals Warn . . .

'Skyjackers Beware!'

By Art Ross
Chief, Brownsville, Tex., CS/T

PORT ISABEL, Tex. — In the Old West an honest man with a sharp eye and reliable shotgun was in demand to protect stagecoach cargoes and passengers from becoming robbery victims. The man riding shotgun is still around today. He might have been the well-dressed executive-type who sat beside you on your last commercial flight.

Instead of making a show of force, as the Old West guardian of the law did by riding in full view, the 1968 counterpart — the Sky Marshal—travels behind a cloak of anonymity. If his adversary, the skyjacker, is aboard, the marshal prefers to remain unknown until the law breaker shows his intentions and can be apprehended.

The first FAA Sky Marshals were sworn in as Deputy U.S. Marshals in 1962 after the first of several airliners were diverted to Cuba. All of the marshals return to Port Isabel, Tex., each year for a refresher course conducted at the U.S. Border Patrol Academy. Here they are brought up to date on the latest in their field.

In addition to courses in self-defense and apprehension, the officers study laws and procedures, and discuss case histories of old and new skyjackings and improved measures for counteracting any new tactics of potential skyjackers.

No public list of the Sky Marshals is in print and few know how many of these law officers ride the airlines. They are regular FAA inspectors who volunteer for this special duty, and all have received the initial rigorous training at the Border Patrol Academy.

This training has made the individual Sky Marshal an expert in the use of firearms, adept at unarmed self-defense — judo and karate — proficient in apprehension and arrest techniques, and knowledgeable in international law, laws of a search and seizure, and other particular needs to protect the lives of passengers, crew members and the aircraft.

On the pistol range, after an officer gets the feel of his weapon, the business of shooting and self-protection begins in earnest. He becomes an expert pistol shot, accurate with both left and right hand, proficient at slow fire, time fire, and rapid fire at long range and point blank distances. He becomes so profficient in the use of his weapon that he could perhaps outdraw and outshoot the early western gunslingers.

Learn Unarmed Defense

Each man becomes an expert in unarmed self-defense, leaving the Academy with sore muscles and new bruises to prove it. This is a serious phase of training, one that can mean the difference between success and failure at a critical moment with a desperate or demented skyjacker. There is at least one brown and one black belt karate expert among the FAA officers.

In today's courts the legal aspects of an arrest are of prime consideration to judge and jury. Knowledge of law becomes important, and must be supplemented with an understanding of international law.

In flying from the United States to foreign countries, Sky Marshal status undergoes rapid changes. United States law applies while the aircraft is in flight, but other laws apply at the same time when the plane is flying over a foreign country or over the high seas. Still another set of laws takes over when the aircraft is on the ground in a foreign country. An officer learns these laws and respects them.

To date, there hasn't been an actual encounter between Sky Marshal and skyjacker. If there were an encounter, the marshal would think first of the safety of the passengers and plane. He is taught to try to disarm the lawbreaker. The dangers of having a gun duel in the cabin of a high-flying aircraft, or even on the ground with a cabin filled with passengers, are apparent.

Marshals are generally assigned to flights on a random, unannounced basis. However, if an airline is suspicious about a certain passenger or flight, it can ask the FAA to assign a Sky Marshal to the trip.

Protection was recently given to a high ranking-Latin American government figure following a tip the plane carrying him would be taken over and diverted to Cuba.

The latest Sky Marshal refresher course was in April. Those who attended the three-day course were studious and ready for the job for which they had been carefully selected and trained. They are now on the job, flying the many routes where an incident could happen.

So, if sometime in the future, you read that a "passenger" bravely and expertly stepped in to foil an attempted skyjacking, he probably was one of the modern-day FAA "shotgun riders" in the sky.

Extensive short-range pistol work is carried on during the firearm training for FAA "ghost-riders." Many hours are spent on the range, and FAAers become some of the "fastest guns in the West."

Self-defense is one of the important skills learned by FAAers at the Port Isabel Academy. A dangerous "attacker" is thwarted by an instructor as students learn lessons which might save not only their lives, but those of passengers aboard a fully loaded jetliner.

FAA 'Detectives' Find Door Openers Guilty

BATTLE CREEK, Mich. — In carrying out their mission of promoting aviation safety, FAA personnel sometimes find themselves in unusual roles. Such recently was the case of Tom W. Smith and Frank Wallis, of the local Flight Inspection District Office.

It began when Chief Smith received a call from the Michigan Air National Guard. The caller explained that Guard pilots were encountering radio interference between their aircraft and local ground stations in the Battle Creek area. Could the FAA help?

Always willing to cooperate, Smith replied he would check out the interference and attempt to determine the cause.

Based on his knowledge of the area and past experience, Smith thought he knew the problem. Immediately, he put in a call to the Federal Communications Commission. First, he had to verify his assessment of the situation and then locate the culprit. So a search was undertaken by Smith and his staff, with the help of FCC.

To accomplish the job, Smith and Wallis made flights in an electronically-equipped flight inspection DC-3 to determine the general area of interference. Monitoring the electronic gear was Edward Atems, Assistant Engineer-In-Charge of the FCC's Detroit office. The aircraft was used because detection could be made from several miles away. Once located from the air, it was a relatively simple task to pinpoint the source of interference on the ground. For this part of the job, an electronically-equipped FCC car was used. Atems used a hand receiver which led him to the exact location of the devices —automatic garage door openers!

Noise Hurts Pilots' Ears

To the pilot, the radio interference from these devices is an ear-aching noise which pierces normal conversation between air and ground. But the effect could be even more dangerous. The frequencies affected involve voice communication between pilot and the air traffic control tower at Kellogg Regional Airfield and the military's distress band.

Most of the offending garage door opening devices were 10 to 15-years old, with the majority located in two residential areas. Once their locations were determined, it was up to Atems to make personal contacts with homeowners who, in most cases, were found to be very cooperative.

Although the case of the garage door openers was solved, all aircraft frequency interference has not been eliminated. Interference is sometimes caused by television sets and FM radio receivers which become transmitters.

The interference problem is a serious one which requires immediate attention.

In some cases, it affects both commercial airline and general aviation aircraft communications. In most cases, the remedy is a relatively simple one, requiring making adjustments or installing electronic shielding.

Map Check

Chief Tom W. Smith (left) and Frank Wallis, of the Battle Creek, Mich., FIDO, pilot an FAA electronically-equipped DC-3 while FCC Engineer Edward Atems (foreground) checks a map to determine the location and source of radio interference encountered between military aircraft and local ground stations in the Battle Creek area.

How to Wash Tower Windows Solved

By Cliff Cernick

SACRAMENTO, Calif. — Anybody willing to get into a tiny car moving along an inverted track 15 stories above the ground to wash the windows of one of the West's tallest traffic control towers?

Virtually unanimously, window washers have voted: "No, thanks."

At such a dizzy height, many got queasy feelings swabbing down the windows of the 150-foot high, recently-built Sacramento Metropolitan Airport Tower.

The fact that the cantilevered, window washing "buggy" mounted on the outer rim of the tower sometimes develops mechanical trouble while moving along didn't help matters.

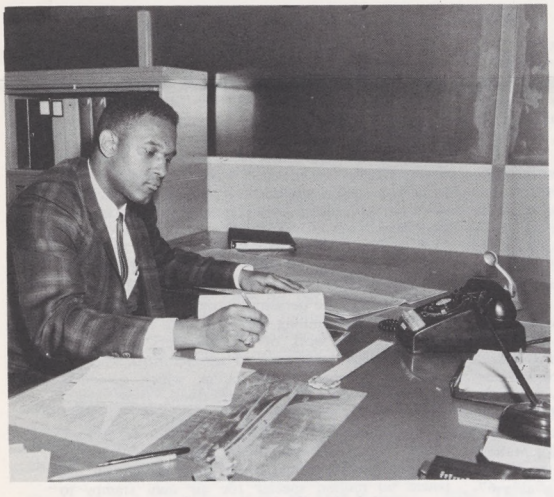
When invitations to bid on the job of washing the tower's windows went out, the response was something less than enthusiastic. In fact, it was nil.

A San Francisco Area engineering team, headed by William E. Cress, came up with the answer to Sacramento's dirty window problem.

Cress designed a solid "eyebrow" catwalk to replace the window washing buggies. It consists of a lightweight, open grill deck and safety rail flared to parallel the architectural lines of the structure.

The catwalk is designed to withstand the severe seismic stresses that can be expected in California.

Most important, it will provide solid footing for window washers and ease their fears considerably.



Aerospace Engineer

Western Region's Arthur Hayes, Jr. was selected to appear in the Los Angeles City School's publication, "Opening Doors." The booklet will feature opportunities for youth in employment and education.

Western Region Participates In 'Opening Doors' Program

LOS ANGELES—The Western Region Office is participating in the "Opening Doors" program of the Los Angeles City School Districts by providing an outstanding example of a young worker who had made good in a profession or occupation.

Arthur J. Hayes, Jr., an aerospace engineer in the Airframe Branch, Aircraft Engineering Division, was selected as an outstanding example of a man who achieved success in a demanding job.

The schools are publishing books and preparing presentations to be used to' motivate youngsters in the disadvantaged areas of Los Angeles to complete their education.

Hayes' picture and his occupation will be included in the publication that will be published sometime later this year.

This year's edition of "Opening Doors" will feature jobs in nine occupational groupings. Pictures of the individuals in the publication represent both men and women, and people from all ethnic groups.

Publishers of "Opening Doors" hope the book and presentations will motivate potential and active drop-outs, and show them that there are employment opportunities in modern society.

In Gulf of Mexico

Helicopter Pilots Rescue Three from Oil Explosion

HOUSTON—A daring helicopter rescue of three men threatened with fiery deaths following an oil storage explosion in the Gulf of Mexico has earned the FAA Distinguished Service Award for an alert pilot and an oil well drilling supervisor.

Named to receive awards were Joe E. Savage, pilot of a Petroleum Helicopters, Inc. helicopter, and Hale B. Ingram, Drilling Superintendent for Union Oil Company.

Savage and Ingram were cited April 15 for saving three men who had jumped from an offshore oil production platform last July, and plucking them from the oil fire spreading in the water around them.

Ingram received his award from Southwest Region Director Henry Newman during a brief presentation ceremony in Houston. Savage, who has since entered the night club entertainment field, will be given his award at a later date.

Trial By Fire

Rescue operations took seven minutes in the fire-seared water and was a test for the durability of both men and the helicopter.

The rescued men were then flown 90 miles to a Morgan City hospital. Two were treated and released, but the third died of burns several weeks later.

Rescue operations began just after Savage landed his pontoon-equipped helicopter on Union Oil's platform tender and was notified of the fire. He immediately headed for the burning platform, taking Ingram along to help.

Three of six men who had jumped into the water were being pulled to safety by a boat as Savage brought the helicopter over the fire. The three other men were in a raft close to the spreading fire which, while Savage hovered, blazed to greater proportions when an oil storage tank exploded.

He landed the helicopter on the water and attempted to taxi to the men, but missed the trio on the first pass. Ingram then crawled onto the right float and positioned himself to bring the men aboard.

Serious Problems

With the fire six feet away and causing running seas and vacuum, Savage experienced serious control problems with the helicopter. He maneuvered so the rotorblast retarded the movement of the flames while Ingram worked frantically to get the burned men aboard.

The citations read that Savage and Ingram ". . . reflected the highest degree of courage, competence and equanimity in the rescue. The bravery and professionalism they displayed warrant the admiration and gratitude of the aviation community and the American public."

Most Outstanding

Judith Ziarno, Youth Opportunity Trainee student aide in the Miami Area Office, proudly displays to her supervisor, Fred Stone, Chief, P&T Branch, the plaque presented to her as "the most outstanding Catholic Youth in the Miami Diocese for 1967." Judith, a senior at Southwest Miami High, works 20 hours a week in the Area personnel office. Besides after-school FAA employment, she has many extracurricular activities.

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Of his short visit to Anacostia Naval Air Station prior to final let down at Washington National, Bill Hackbarth said: "The minute I landed I knew I was in the wrong place."

"Old 249," the early mail plane flown by Bill Hackbarth and shepherded across the country by FAA's John Lunsford, taxis af

John Lunsford (right), of FAA's San Francisco Air Carrier District Office, hands Certificate of Airworthiness to Bill Hackbarth, who spearheaded reconstruction of the ancient DeHavilland and flew it west to east across the entire country.

A 3,000 mile sentimental journey for Pilot Bill Hackbarth began at San Francisco International Airport April 22. Cruising at 100 m.p.h., he made 23 stops along the early air mail route before touching down in the Nation's Capital.

With Tender Loving Care FAA Helps Re-Live . . .

THOSE NOSTALGIC

By Thom Hook

WASHINGTON—To bystanders at bustling National Airport, traffic was at its usual heavy volume. Jet and prop airliners and business aircraft taxied briskly over the runways. Above, they were sequenced about a minute apart for landing on Runways 21 and 18 in a strong south wind, gusting to 21 knots.

Suddenly, from out of the east, appeared an awkward, slow-moving biplane that most airport visitors see only in period films or history books. A reconstructed 1918 DeHavilland mail plane, escorted by a pair of Army helicopters, lumberingly banked its more than 42-foot wingspan, the wind whistling through its guy wires. The press eagerly awaited the touch down at the end of Runway 21.

For Pilot J. W. "Bill" Hackbarth, the fact that one of the choppers bracketing his "Old 249" suddenly descended and went under his plane was a signal to land. His portable radio was not working.

Still east of the Potomac River, with his flying and vision confused by the close-flying helicopters, he saw a runway below, so he set her down neatly—on the no-longer active Anacostia Naval Air Station!

"The last time I was in Washington, the airport was on the east side of the river," the affable 67-year-old mechanic and Air Mail Pioneer explained. "The minute I landed I knew I was in the wrong place."

Turning "Old 249's" nearly 30-foot fuselage to face the other way, he quickly taxied back to a good starting point and unleashed 400 h.p. from the 12-cylinder Liberty engine. With a smile and a wave from the cockpit to startled Navy passersby, Hackbarth lifted off and then landed beautifully at 10:59 a.m. on Washington National's Runway 18. He taxied neatly behind a "Follow Me" truck to MAC terminal to the applause of a crowd of dignitaries.

And, waiting quietly in the tumultous crowd, was 63-year-old John O. Lunsford, from FAA's Air Carrier District Office No. 33 of San Francisco.

An Air Mail Pioneer and an FAA employee, he had attested to the airworthiness of the biplane at each stop across the country. He had driven his car along the route and had overseen activities of the accompanying spare-parts pick-up truck, driven by pioneer Ed Juell, of The Dells, Ore.

Lunsford could breathe a sigh of relief at the plane's safe arrival, after the tiring journey during which it took him six hours to drive every distance the plane flew in only two.

Flew the Transcontinental Route

The 18-day trip tracing the early transcontinental air mail routes was completed. The plane was now to be donated to the Smithsonian Institution by the Postmaster General for permanent display. The venerable plane would be stripped of a few modern necessities—such as its tail wheel, portable radio, and oxygen apparatus. But its compass, clock, altimeter and tachometer and the one-inch pipe joy stick would stay.

"Old 249's" unplanned landing was one of a half-dozen (plus 17 scheduled) stops during the 3,000 mile trip—and reminiscent of the flying of those early air mail days from 1918 to 1927. The range of such planes was only 350 miles, so that early towns such as Bryan, Ohio, and Bellefonte, Pa., on Hackbarth's route had air mail service before some of the bigger cities.

And behind the personal accomplishment of Pilot Hackbarth, the smiling big man from Santa Paula, Calif., was the work of 370 members of the Air Mail Pioneers, who sparked its reconstruction; the National Aeronautic Association, which guided it financially—with major contributions from Major Reuben Fleet, who arranged the first air mail flight in 1918, and others; the Smithsonian Institution, which will exhibit the plane; the Post Office Department, which owned the original plane and has issued 60 million special 10c air mail stamps to commemorate the anniversary; and FAA, which monitored the rebuilding and the flight from the inception of the idea three years ago.

A Dream Comes True

It was the culmination of a three-year dream of Pilot-Mechanic Hackbarth, Luke Harris, president of the Air Mail Pioneers, and FAA's John Lunsford, to provide a rebuilt early mailplane for this Golden Anniversary of the first air mail flight of May 15, 1918.

Finding a DeHavilland DH-4 to rebuild started as frustrating research. Most such planes had been destroyed, burned, or retired and stripped. But "Old 249" had rested in three feet of grass and snow atop Porcupine Ridge, east of Salt Lake City, where it had crashed 43 years ago. It was rumored to be in bits and pieces in its inaccessible Wasatch Mountain perch.

A back-country sheep man finally volunteered to bring out the 600 pounds remaining of the plane Henry Boonstra had set down in 1922 after losing power due to carburetor icing in a snowstorm. After 36 hours, Boonstra reached safety, but "Old 249" stayed—through the 20s, 30s, 40s, 50s and into the 60s.

After bringing the parts down, Hackbarth and other Air Mail Pioneers started putting the bits and pieces together. Paul Collins and former FAAer Luke Harris, as succeeding presidents of the organi-

Lunsford, taxis after landing at Washington National May 9. It successfully traced the early transcontinental air routes.

This new stamp has been issued by the Post Office Department in conjunction with the coast-to-coast flight of "Old 249" mail plane to commemorate the first service flight of May 15, 1918. Aircraft shown is a Jenny, which preceded the DH-4B, although both were World War I trainers.

End of a three-year old dream for Pilot Bill Hackbarth came with the reality of landing his 1918 biplane May 9 after a 23-stop journey cross-country coast-to-coast. Press, Federal dignitaries and areonautical buffs swarm to welcome him with Postmaster General Marvin Watson.

Hackbarth is welcomed at the MAC Terminal at Washington National by (left to right): Major General J. C. Maxwell, SST Director; Administrator McKee and Deputy Administrator Thomas.

Personnel of FAA Hangar Six at Washington National who helped dismantle "Old 249" so it could be transported to the Smithsonian Institution stand by the spare-parts pick-up truck that went with the plane from stop to stop. They are (left to right) Benny Osecky, mechanic; Robert McKim, foreman; Kenneth Hazlett, chief, and Douglas Desance, production controller. Jeff Cox (top left) 12-year old grandson of FAA's certification man John Lunsford, drove cross-country with his grandfather.

...IC AIR MAIL DAYS

zation, worked with him and the other members in FAA's Western Region. The Smithsonian, through Air Mail Pioneer Paul Garber, lent its support. FAA's John Lunsford did the paperwork and helped Hackbarth on his ranch in the actual building.

Using components of the old plane, Hackbarth rebuilt the fuselage, wings and tail. He was ready to assemble them last October when fire destroyed almost everything except the Liberty engine and a few panels. Younger men might have quit.

The Dream Goes On

But the dream of completing the project persevered. The radiator alone had to be specially made, stretching 6,000 copper tubes to the correct wall thickness and hexing the round tubing for joining, and cost $1,000—not counting labor. Fuselage and wings cost $9,500 and the original engine cost $10,000.

"Some $80,000 in labor and years of experience were contributed," says Luke Harris, "so the plane's actual value is about $100,000—and the plane's value on display to the public for years to come should amount to $500,000."

Many retired FAA/CAA employees helped fulfill the dream, as key members of the Air Mail Pioneers, including Arthur (Art) Johnson, who hand-carved the dozen wing struts. Others were Harold Bean, Charles Larson, Philip Coupland, Willard (Bill) Gillette, Elmer Butler, Ellsworth Simonds, W. W. Simonson, Jerry Melville, Norman Bliss, Stanhope Boggs, Emery Bronner, Joseph DeMarco, Melvin Ellison, Archie Hoover, Clarence Lang, Rome Montle, Vernon Phelps, Edwin Simonds, I. J. Rovang and Jed Giles.

Lunsford the Unsung Hero

Always the man behind the scene was FAA's John Lunsford, of ACDO No. 33 at San Francisco International Airport. For almost three years he had a hand in the rebuilding and reconstruction, so it was fitting that before departure he finally presented Hackbarth the DH-4B's FAA Certificate of Airworthiness as an experimental exhibition aircraft. He authorized only one journey across the country.

Inspectors Beutler and Lincoln of the Burbank District Office helped him, witnessing test flights. The flight service stations at Santa Barbara and San Francisco also aided in five hours of flight testing before final departure.

"Slight over-heating of the engine concerned us," said Lunsford. "We realized we had to determine what our problem was and found, after four emergency stops, that rust shale and sediment were being picked up."

After back-flushing the radiator, the overheating was substantially corrected and the plane was ready for San Francisco departure on April 22. Normal temperature was 80-85 degrees, and at times it would rise 10 degrees, as the plane started its journey.

The ground crew traveled in a spare pick-up truck carrying spare engine, wheels, parts and tools. Pioneer Ed Juell was joined in his truck by other pioneers. Lunsford's 12-year-old grandson, Jeff Cox of Anchorage, went in his grandad's car.

The truck went first, then the plane and finally the car. Should trouble develop or Hackbarth decide to return, the car would be at the last point, the truck ahead.

"FAA coordination was excellent at the stops. The FAAers were most helpful, and usually the watch supervisor offered assistance," said Lunsford.

Clete Estep, Chief, Logistics Policy and Systems, served as FAA liaison for the Air Mail Pioneers.

Four modifications were made at Reno, two involving the cooling system.

Bad Weather At Salt Lake

At Salt Lake City, the weather was snowy and icing. There was a 48-hour hold-over for weather. Salt Lake City Area Manager Vaughn Clayton provided warm hangar space, while the FSS and Weather Bureau kept them informed on conditions.

The weather relented, and flying the old route proceeded without incident to Rock Springs, Rawlings, and Cheyenne, in Wyoming; North Platte, Neb.; Omaha; Iowa City; Chicago; Bryan, Ohio; Cleveland, Clarion and Bellefonte, Pa., New Brunswick, N. J.; New York; Philadelphia; and finally to his final two landings in Washington.

Postmaster General Marvin Watson, with General McKee and Senator Mike Monroney, greeted Hackbarth warmly and took the mail sack offered him:

"Your daring flight is in the very finest tradition of the Air Mail."

The assembled Air Mail Pioneers repaired to share tales of 1918, when only nine tons of mail were carried a year. This year's jet-carried mail will come to 175,000 tons.

Unnoticed by the press the morning after the plane's arrival, a tall, senior Pan Am director who came to the capital on other business slipped quietly into FAA's Hangar Six. The 66-year-old man looked nostalgically at the silver-winged plane with its plywood sides, and up at the big Liberty engine. He, too, had flown the air mail.

They didn't want news made of it. But after all, it's pretty hard to hide the identity of Charles A. Lindbergh from every man on the line.

Miami Has Ideas for Disadvantaged

By Gerrie Cook

MIAMI — Local FAA officials led by Area Manager Paul Boatman, together with other local government representatives, recently met with eight minority group leaders from the metropolitan area to explain the Equal Employment Opportunity Program and Federal Government efforts to recruit qualified members of minority groups.

According to Boatman, they hope to improve communication with disadvantaged people and to seek their leaders' suggestions on how to get more of them on Civil Service registers.

One of the most significant things to come out of the meeting, Boatman said, was a suggestion that Civil Service examinations be given in the areas in which the minority groups live. It was suggested that a trailer be placed in selected neighborhoods on pre-publicized days. Another suggestion was to hold examinations in neighborhood schools.

Local leaders stated that there are many young adults interested in Government careers who often have no way of getting to a Federal building. In many cases, individuals are not informed about various examinations being offered or the dates such tests will be held. Still others, strange as it may seem, feel a certain amount of apprehension about entering a Federal building.

Exams Could Use 'Plain Talk'

A Negro spokesman pointed out the wording used in even simple examinations often means different things to different people, because of extensive usage of colloquialisms among the minority population. He suggested that equivalent examinations using the "language of the people" would be helpful in assisting them to achieve eligibility.

All in all, the meeting was most enlightening, reports Boatman, both to government representatives and to community leaders. Pledges were given by community representatives to assist in every way to "open the lines of communication." They, in turn, were assured that their recommendations would receive immediate attention, and that all steps possible would be taken to implement new methods to aid minority groups in obtaining civil service eligibility.

Local minority group leaders present included Father Theodore R. Gibson, Rector, Christ Episcopal Church; Frank Cannon, Jr., Executive Director, Dade County Equal Employment Opportunity Task Force; John Cummings, Assistant Director, Greater Miami Urban League; Dr. John O. Brown, member of Board of Directors, Community Relations Board; Mrs. Georgia Jones, Atlanta Life Insurance Company; and Robert H. Simms, Executive Director, Community Relations Board.

Representing the government with Boatman were James Stoner, Regional Director, U. S. Customs; John Graffius, Chief, AT Branch; John Field, Chief, Programs Management Section, AF Branch; Fred Stone, Chief, P&T Branch; Nathaniel Mosby, intergroup employee management specialist, P&T Branch; and Sam Freedman, Assistant Regional Commissioner for Administration, U. S. Customs.

In support of FAA's own EEO program in the Miami Area, Nathaniel Mosby has been serving for some months as Chairman, Resources Committee for Summer Youth Opportunity Program, Community Relations Board Project, and has been traveling extensively in the Florida area in connection with the agency's aviation education and equal employment opportunity programs.

EEO Meeting

At a recent meeting sponsored by local Federal agencies in Metropolitan Miami, government representatives and local leaders of minority groups get down to "brass tacks" on needs of minority group citizens, obstacles confronting them in obtaining eligibility for federal employment and suggestions for overcoming difficulties. Shown discussing the issues are (left to right) Frank Cannon, Nathaniel Mosby, Fred Stone, Paul Boatman, James Stover, Sam Freedman, John Graffius, John Field, and Father Theodore Gibson.

Help Amputee

Mrs. Gay Robinson, wife of a local restaurant chain owner who sponsored a "Frank Caffee Day" at his eateries, turns over checks totaling $311.50 to Peggy Tuso. At left is Peggy's proud papa, "Chuck" Tuso, crew chief at the Norfolk Tower; at right is Van Cantfort of the WAVY-TV staff who saw that the event was televised throughout the area.

Classmates Spur Recovery Of Auto Hit-And-Run Victim

By Frank J. Puglisi

NORFOLK, Va. — Charles "Chuck" Tuso, crew chief in the Norfolk Tower, is bursting with pride about his daughter, Peggy. She and her classmates at Lake Taylor Junior High School are very busy aiding a fellow student who was a hit-and-run accident victim recently.

The student, 15-year old Frank Caffee, lost his left leg at the knee because of the accident. His right leg was fractured in several places. At the hospital, doctors said that Frank is in for a long rehabilitation period.

Peggy Tuso, also 15, is president of the school's Student Cooperative Association. Frank's plight troubled her, and she felt strongly that the plucky youth's long road back must be made smoother.

Her first step was to sponsor a student dance to raise money to buy a television set for his room. A local newspaper, the *Norfolk Virginian Pilot,* devoted a three-column feature to their efforts in a Sunday edition.

The reader response was immediate. The Tuso phone began to ring regularly with people offering aid. Chuck Tuso arranged for a special account in a local bank and a Post Office mailing box for contributions.

Local businessmen rallied to the cause. One contributed a TV set for Frank. The owner of a restaurant chain in the area established a "Frank Caffee Day" at his restaurants and donated $311.50 to the fund. Others also made substantial cash contributions.

Frank Caffee is one of 22 Negro students enrolled at Lake Taylor Junior High School. He was the third of four Caffee children to attend the school. "Frank was well liked and doing well in class," Peggy Tuso reports.

She added that when tickets for the "Sock Hop for Frank Caffee" went on sale, more than 400 students lined up to buy tickets. "We had to stop sales because the gym can only hold so many for a dance," she noted.

Other students who were unable to attend the dance made contributions.

Although justifiably proud of his own daughter, Chuck Tuso thinks all the kids are great. "They came through when the going was rough, and they weren't afraid to show their feelings," he pointed out.

For 'Flawless' Performance

Fairbanks Approach Control Facility Wins Special Strategic Air Command Award

FAIRBANKS, Alaska—The Approach Control facility here has been awarded the "SAC Pride Certificate of Merit" for its perfect record in supporting SAC air operations at Eielson AFB during 1967.

"Strategic Air Command has a reputation for aggressiveness in accomplishing its mission and achieving its goals," wrote Col. Ray M. Watkins, Commander of the 6th Strategic Wing. "It has set high standards for its performance and spares no effort to insure achievement of those standards," he continued.

"When those who help us in our mission perform a service for us in an outstanding manner, we are quick to praise. We acknowledge such performance in several ways, one of which is the award of our SAC Pride Certificate of Merit.

"This award recognizes 'Zero Defects' in unit and individual accomplishment. Your facility's flawless performance during 1967 shows that you and your personnel are thoroughly imbued with that vital element of pride which marks the true professional organization. "I present the award with pride."

Harold J. Doebler, Chief of the Eielson RAPCON, congratulated the RAPCON complement by saying, "You can be proud of the outstanding performance you have displayed during the past year. The certificate is entitled 'Pride'. I am proud to be associated with the Fairbanks Approach Control facility and its first-rate people."

Perfect Record

Harold J. Doebler (left), Chief of the Eilson RAPCON in Alaska, accepts congratulations and the "SAC Pride Certificate of Merit" from Lt. Col. Robert F. LaLonde, Deputy Commander for Operations, 6th Strategic Wing. The award recognizes the RAPCON's flawless performance during 1967.

Agency Men All

The 150th Tactical Fighter Group, New Mexico Air National Guard, called to active duty recently, includes three FAA employees from Albuquerque (left to right): Lt. Col. Alwin F. Beyer, Chief, FAA Flight Standards Branch; Lt. James Terrell, air traffic control specialist; and Lt. Dennis Craig, in training as an air traffic specialist when the call to active duty came.

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 P&T office. However, if this is not convenient, questions addressed to Joseph H. Tippets, PT-1, FAA, 800 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?

Question: I submitted a suggestion in March 1967 which the area office acknowledged promptly. Although national in scope, not one official word has been received from either the regional or Washington office. How does an employee follow up on a suggestion of this nature?

Answer: By now, you should have received a full explanation of the action taken on your suggestion. Normally, an employee can follow up a suggestion by going first to his immediate supervisor. Then the supervisor should contact the local Recognition and Awards Coordinator of the program area in which the suggestion originates. The Recognition and Awards Coordinator, located at the regional, center, or area level, should be able to supply full particulars on the status of suggestions and is obligated to do so.

Question: Can *Horizons* be sent to all retired personnel and all public libraries? I make it a point to leave my copy at the local public library.

Answer: Your idea is a good one, but the high costs involved would put a big strain on FAA's pocketbook. In fact, a preliminary study shows that upwards of $25,000 would have to be spent each year for printing and distribution to have FAA's retirees on the HORIZONS mailing list. Interested FAAers might want to send their copies of HORIZONS to their retired friends after they've read it. And, thanks for giving your copy to the local library. Perhaps other FAAers will follow your lead.

Question: In the event of a revised position description submitted by the immediate supervisor and involving change of duties and responsibilities in addition to recommending change of title and grade, is the personnel office required to take any action? Is there any time limit as to when action must be taken?

Answer: Yes, the personnel office is required to take action following receipt of a revised position description. The action taken may or may not be exactly as requested, depending on the conclusions reached following a review of the new description. Information regarding the action taken or proposed should be relayed to the immediate supervisor and employee within a reasonable period of time. More specific time limits are sometimes imposed by the separate personnel offices for actions within their area of jurisdiction. This self-imposed time limit would apply only within the personnel office; it would not apply to other divisions or branches (AT, AF, FS, etc.) at headqaurters that might hold the position description for management review before it is forwarded to the personnel office.

Question: In recent publications, the fact has been stressed that there is a great shortage of air traffic controllers in towers and centers. If this is so, how do I, a center controller, get assigned to a tower position?

Answer: The FAA needs air traffic controllers in both towers and centers. When you were employed there was evidently a greater need for center controllers than for tower controllers. Personal preference is taken into account when making assignments, but because many of our controllers have tower experience and would prefer tower work, personal preference must be balanced with staffing needs at both towers and centers. If you desire a job in a tower, you may apply for transfer or bid on any vacancy announced through the promotion program.

Question: Why aren't bids for these positions sent out nationwide?

Answer: These vacancies are not normally announced nationally because there are sufficient qualified candidates within an area or region. An additional consideration in limiting the area of advertisements to a region or area is because of the obvious disadvantages of robbing Peter to pay Paul; that is, staffing one facility to the detriment of another. Internal placement practice, however, permits an employee to apply to any region of his choice.

Question: In my airway facilities sector, I am required, as Supervisory Technician in Charge (STIC), to be certified on all of the facilities while in other sectors the STIC need only be certified on two. Why must I carry this workload when a redistribution would result in an additional GS-11 position.

Answer: The situation you describe does not appear to be unusual, because GS-11 technicians are expected to be responsible for one or more complete electronic systems that are classed among the most complex. If you feel that you cannot meet all of your responsibilities because of the volume of work assigned to you, this certainly should be discussed with your sector chief.

Question: In the January 8 issue of *Horizons,* you defined the terms "supervisor, immediate supervisor, and first-line supervisor." This definition seems to me to preclude the Supervisory Technician in Charge (STIC) since non-supervisory maintenance technicians can be at the same grade level. Could you clarify this apparent contradiction?

Answer: The use of the term "Supervisory" in the phrase "Supervisory Technician in Charge" (STIC) may be helpful as an organizational title, but, as you point out, does create some misunderstanding. A more acceptable term, "Technician in Charge" (TIC), is the one used specifically by the Civil Service Commission in the GS-856-0 classification standards. Under this heading, assignments may include duties of a relatively minor supervisory nature which are not grade controlling. These TIC positions do not meet all requirements to support a supervisory title and grade because of such factors as limited size of work force, complexity of equipment maintained, etc. However, if a TIC did meet all of the requirements for a first-line supervisor, agency policy would require that his position be recognized as a truly supervisory one.

Hard At Work

Acting Air Traffic Services Director, William Flener (standing right), and Robert Martin, Chief, AT Operations Procedures Division (standing left), look in on the en route group during one of the sessions in Washington. The two groups made more than 100 recommendations covering 44 topics.

COPCOMers Meet

(Continued from page 1)

and controller performance every day.

Sid Lemmon, of the New York Center, chaired the en route group, and Joe Shirley, Fulton County Tower, chaired the terminal group. They managed their conferences so successfully that even the ambitious 20-item agenda was completed. After that, the conferees went on to complete 24 additional items.

The group is currently considering a plan to expand COPCOM.

Air traffic controllers who work daily with the system are the ones who know the problems. With COPCOM they are actively engaged in solving them.

Training School Moves Back To DC

ATLANTIC CITY — Management and General Training Schools, which is in charge of formal training of senior FAA executives, on July 1 will move from NAFEC to Washington Headquarters.

It will become a division of the newly formed Office of Training. Nine of the 12 persons affected in the move will transfer to Washington, the rest will be assigned elsewhere at the center.

The unit moved here from Washington in August 1965. It is headed by James Mitchell.

'ARTS' To Expand

(Continued from page 1)

of the BAN system at New York.

Commenting on the transfer of the BAN system to Atlanta, James H. Mollenauer, Director of the National Airspace System Program Office, said:

"The experience gained with the BAN system at the New York Center has been extremely valuable, particularly in highlighting the major pitfalls and difficulties in ATC automation. While it is technically possible to correct the deficiencies of the limited BAN system, the cost to do so would be prohibitive. Therefore, we have decided to transfer the major equipment components to Atlanta, to provide that facility with much needed additional computer and display capacity."

The BAN experiment at New York (since February 1967) and a previous field test at Indianapolis provided much useful information concerning the application of automation to center operations. This experience contributed greatly to the development of the more advanced and sophisticated system of automation currently being implemented at the Jacksonville Center.

The agency also is proceeding with the automation of major terminal facilities based on the ARTS experience. The first such installation is the New York Common IFR Room, which is scheduled to begin limited operations in mid-July and become fully operational early next year. This facility, located in Hangar 11 at Kennedy, consolidates the radar approach control functions previously performed individually at Newark, LaGuardia and Kennedy Airports.

Proposals are due from industry by the end of May.

Mongoose Is Loose

(Continued from page 1)

berries when it is famous for its ability to kill and devour the cobra and other snakes.

People began to get suspicious, especially since the mongoose still hadn't emerged from the enclosed end of the box, which served as its sleeping quarters, into the screened-in play area. A thatch of black fur was visible, however, through the small doorway which connected the sleeping and play areas.

Stung by the incredulous attitude of her co-workers, Carole began tapping lightly on the side of the box in an effort to drive the mongoose out into the open. Her audience bent low, alert for any sign of life within the box.

Suddenly, the hatch on top of the box flew open and something dark and furry hurtled out. Men gasped and women screamed. The mongoose was loose—or so it seemed.

Actually, Carole's audience was the victim of an ingenious April Fool's joke. The mongoose turned out to be a woman's hair piece which had been propelled out of the box when Carole released the spring-loaded hatch.

The device was rigged by Carole's father, a retired steamfitter, and her husband, a refrigeration mechanic for the General Services Administration.

Things are back to normal in Airports Service. The mongoose is back in his box, at least for the time being, and Carole is back at her desk.

But there is a definite gleam in her green eyes, and one can't help but wonder what she's planning for next April Fool's Day.

RETIREMENTS

★★★★★★★★★★★★★★★★★★★★

Alaskan Region

Samuel P. Ailak, Utilities Equipment Mechanic, Nome, Alas., 25 years; **Anna E. Bozzol,** Diazo Operator, Anchorage, Alas., 13 years; **James R. Heay,** Airport Manager, Annette Island, Alas., 23 years; **Frank A. McCune,** Carpenter, Anchorage, Alas., 12 years; **John J. Cooksey,** Maintenance Foreman, McGrath, Alas., 23 years.

Central Region

Walter A. Budwig, ATCS, Billings, Mont., 30 years; **George Dusk,** Civil Engineer, Minneapolis, Minn., 23 years; **Lloyd O. Travis,** Chief, FSS, Miles City, Mont., 40 years; **William G. Yeiter,** ATCS, Indianapolis, Ind., 14 years.

NAFEC

George W. Gonyou, Electronics Engineer, 20 years.

Washington Headquarters

Joseph A. Norton, Supervisory Accountant, MS, 30 years; **James R. Scott,** ATCS (gen), Office of Training, 37 years; **Ernest T. Spiekerman,** Director, MS, 29 years; **Hazel P. Smith,** Administrative Officer, AT, 27 years; **Leonide Stambul-Sheik,** Electronics Engineer (gen), RD, 18 years; **Elizabeth O. Brown,** Secretary (Steno), RC, 32 years; **Kennedy Nicholson,** Aeronautical Information Specialist, AT, 24 years; **Eleanor J. Drown,** Statistician, AT, 33 years; **Clarence O. Douglas,** Firefighter, DIA, 23 years; **Richard E. Woodward, Sr.,** Laborer, DIA, 10 years; **Mary McNerney,** Personnel Staffing Specialist, HQ, 18 years; **Mary C. Tolman,** Secretary (Steno), FS, 34 years; **Harry B. Pickering,** General Aviation Maintenance Officer, FS, 21 years; **Anthony T. Callanan,** Equal Opportunity Officer, CS, 21 years; **Arthur A. Anderson,** Supervisory Firefighter (gen), WNA, 22 years; **Alfred C. McMaster,** Airways Engineer, SM, 23 years; **James F. Mulcahy,** Career Systems Specialist, PT, 9 years; **Clarence E. Bender,** Firefighter (gen), WNA, 43 years; **Ted O. Mount,** Principal Air Carrier Maintenance Inspector, EU Region, 27 years; **Louis A. Olivier,** Refrigeration and Air Conditioning Equipment Worker, WNA, 20 years; **Charles J. Riley, Jr.,** Trial Attorney (gen), General Counsel, 23 years; **Louise M. Whitlock,** Opinions and Research Clerk, General Counsel, 25 years.

Western Region

William H. Atkins, Jr., ATCS Supervisor, Dagget, Calif., 34 years; **Agnes J. Brunner,** Accounting Technician, Los Angeles, Calif., 26 years; **Alfred D. DuRoss,** ATCS Supervisor, Auburn, Wash., 30 years; **Mary M. McMinds,** Administrative Assistant, Salt Lake City, Ut., 22 years; **Ruth I. Runge,** Clerk Steno, Spokane, Wash., 32 years; **Howard L. Roper,** ATCS, Salt Lake City, Ut., 10 years.

Junior college officials begin a tour of the Kansas City ARTC Center as part of the aviation briefing.

Frank Hildenbrand, Crew Chief, Kansas City Center, explains information contained on a printout to junior college officials during the Aviation Briefing for Community Colleges held in Kansas City.

Cole H. Morrow, Special Assistant to the Associate Administrator for Plans, explains "Project Long Look" to junior college administrators and officials.

They're Vitally Interested

Teachers Learn 'ABCs' of Aviation

By Dave Myers

KANSAS CITY—More than 250 junior college administrators and educators from around the nation attended a three-day aviation seminar here recently.

A program entitled "Aviation Briefing for Community Colleges (ABC)," was sponsored by the Metropolitan Junior College of Kansas City, with assistance from the Link Foundation.

Participants came from all fields of aviation, including top-level representatives from general aviation, air carriers, manufacturers and the Federal Government.

The purpose of the program was to acquaint junior college officials with the growing need for educated and qualified people in aviation, both in government and industry, and to explore problems in setting up aviation programs in junior colleges. More than 50 colleges in the United States have either started or are starting such programs and 200 others are contemplating them.

The keynote speaker was Najeeb E. Halaby, former FAA Administrator and recently named President of Pan American World Airways, who told the gathering that air travel will triple by 1980.

"This increase," said Halaby, "will create an urgent need for technically qualified people to fill the thousands of jobs that will appear on the scene."

Another featured speaker was Donald H. Clausen, a California Congressman, and an ardent supporter of aviation.

A Three-Part Program

The program was divided into three basic parts, to provide the conferees with as much insight and information about aviation as possible to take back to their respective aviation-minded community colleges.

The first part was an aviation orientation beginning with "A New Look at Project Long Look," a comprehensive study and projection of aviation manpower needs, presented by Cole H. Morrow, Special Assistant to the Associate Administrator for Plans. Included also was a graphic presentation on aviation terminology by Robert F. O'Neil, Special Assistant for Aviation Education.

Edward C. Marsh, Central Region Director, spoke on the role of the Federal Government in aviation, with special emphasis on manpower needs as they relate to the future of aviation. Marsh told the group that in the years ahead literally thousands of trained and educated people will be needed to keep pace with technological advances and the expected growth of aviation.

Marsh concluded by telling those present that the time to start toward assuring an adequate supply of manpower to meet aviation's future needs is now, and that they, as educators, could be of tremendous help in meeting this challenge.

Others Participate

Others participating in this portion of the program were Edward Muhlfeld, Vice President, Aviation Division, Ziff Davis Publishing Company; Charles Spence, Assistant to the Manager, Aerospace Industries Association of America; and J. L. O'Brien, Vice President for Personnel Relations, Air Transport Association of America.

As an additional phase of the orientation, the ABC conferees were given a first hand look at the aviation industry by participating in tours of the Kansas City ARTC Center and TWA's Technical Services Headquarters and Flight Training Center.

The second part of the ABC was a series of rotating workshops covering various aspects of aviation occupations. Participating were air traffic controller, maintenance personnel, flight deck crew and passenger service personnel.

The third part of the briefing was a report from several colleges already having aviation programs in their curriculum.

Rounding out the comprehensive program was an "Industry/College Dialogue" involving Dr. Lewis R. Fibel, Occupational Specialist, American Association of Junior Colleges, and Frank K. Smith, Executive Director, National Aviation Trade Association; and an address by Leslie L. Thomason, Director of Planning and Development, Cessna Aircraft Company.

Met to Answer Questions

According to Harold L. Finch, Director of Technical-Vocational Education at Metropolitan Junior College, and Conference Director:

"It is always easy to start a new program without any in-depth planning. At some of our colleges, there are empty laboratories and idle equipment that stand as monuments to this approach. Our objective is to answer some of the questions that ought to be asked: (1) Should aviation be taught in colleges? (2) Is there industry support? (3) Is there a long range need?

"We have brought leading authorities from education, government and industry to sit down together to answer these questions, to discuss the needs and to establish guidelines for quality programs."

Guess who told the joke? Edward C. Marsh, Central Region Director (left), and Lloyd Lane, Aeronautical Center Director (right), laugh at joke by former FAA Administrator Najeeb E. Halaby, now President of Pan American World Airways, during a break at recent Aviation Briefing for Community Colleges (ABC).

Robert V. Reynolds, Assistant Administrator for General Aviation Affairs (center), visits with John Roberts, Rangely College, Colo. (left) and Jack Hunt, Embry Riddle Aeronautical Institute, Fla. during the briefing.