FAA HORIZONS

McKee Speaks To Aero Club
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Vol. 2, No. 12 | Published biweekly for the people of the Department of Transportation/Federal Aviation Administration | June 10, 1968

Now 79.8% . . . Need At Least 80%

Agency Nears Freedom Shares Goal

WASHINGTON—As of the end of its fourth week, with a deadline of June 14 rapidly closing in on the "Share In Freedom" campaign, agency participation had increased by 2,347 employees, for a total of 35,004 out of 43,847—or 79.8%. A total of 16.3% of employees not taking part on March 31st of this year have enrolled in the payroll savings plan.

By the end of last year's campaign (June 30, 1967), 84.0% participation had been achieved, while as of May 26, 1967 the total had reached 80.1%. So, FAA is running behind now, but with full expectation of meeting the Treasury Department's minimum goal of 80% and hopefully equalling last year's achievement at the end of the campaign.

Participation by regions/centers from the beginning of the campaign through May 31, are:

Facility Location	% *Participation Start Campaign*	% *Participation May 31, 1968*
Headquarters	68.8	83.6
NAFEC	65.4	72.2
Aero Center	92.2	95.5
Eastern	71	74.3
Southern	75.3	79.2
Southwest	77.3	81.9
Central	78	81.
Western	68.3	73.5
Alaska	76.1	86.
Pacific	74.0	80.1
Europe	64	68.7
TOTAL FAA	74.4	79.8

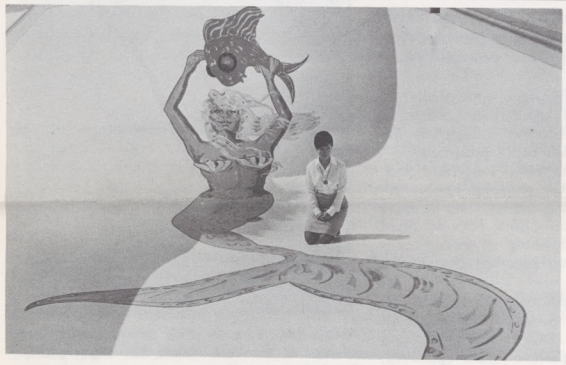
Washington Headquarters, at the end of the fourth week of the campaign, has reached 82.5% participation, topping last year's 82% campaign final participation figure. With three weeks remaining, the emphasis is on achieving a goal of 90% participation which will secure for the Washington Headquarters the Treasury's Minute Man Flag. The 3,086 employees now enrolled in the Payroll Savings Plan at headquarters are saving at an annual rate in excess of $1,715,000, or an average of $555 per enrollee per year.

Regional promotional efforts were noteworthy. The Eastern Region, for example, displayed sav-

(Continued on Page 7)

Last Chance

Joann Henshaw, FAA Bond Girl, signs up Marcus B. Williams of the Aircraft Rescue and Firefighting Branch, Washington National Airport, for the Payroll Savings Plan. Only a week remains before the June 14 deadline closes the agency-wide "Share In Freedom" campaign. How about you?



Her Amazing Mermaid

Giant mermaid in dazzling color was painted on the bottom of this swimming pool by Mrs. Elmer Drouin as a "different" gift for her father-in-law. Addition of water to the pool and special lighting gives remarkable life-like appearance to the mermaid.

FAAer Paints Big Mermaid Swimming In Home Pool

VAN NUYS, Calif.—There's a 36-foot-long mermaid "swimming" in a San Fernando Valley pool, placed there by an enterprising FAA employee.

Mrs. Elmer Drouin, a clerk-stenographer at the Van Nuys GADO and known to fellow-workers as "April," painted the mammoth mermaid on the bottom of her father-in-law's pool. It was her way of giving him "something different" for his birthday.

Seen at night under the pale, blue glow of pool lights the mermaid seems to come to life. The creature's golden hair seems to undulate; the silver-tipped tail shimmers. Guests often stare in disbelief at the huge, multi-colored underwater apparition.

"It's the Valley's biggest conversation piece," says Mrs. Drouin's boss, Al LeFevre, Supervising Inspector at the Van Nuys GADO.

Mrs. Drouin created the mermaid by painting free-hand for more than seven hours while her father-in-law was away at work. He was delighted with it.

The unique "pool-painting" attracted widespread interest in the Valley and a photo of the creation was featured in the *Los Angeles Times*. Mrs. Drouin also was interviewed on the radio.

"All this might have gone to my head," she commented, "until I got a phone call from someone who heard the broadcast and said they wanted me to paint their pool, too. They said they wanted it a solid color!"

The artist has been with the Van Nuys office since last October. Prior to that she was with the Public Health Service in Washington, transferring here when she married a Californian.

She has been painting since high school days, doing mostly landscapes — and a few portraits, "mostly of people singing."

Last year, two of her paintings were entered in a Washington exhibition sponsored by the Department of Health, Education and Welfare. She is now working on others and hopes someday to have a full-scale exhibition of her work.

ATCers Help Nab Suspect

NEW YORK—Controllers Jerry Burwell and Fred Yelsky of LaGuardia Tower can't count how many airplanes they've landed in their FAA careers. However, they can tell you quickly how many suspected auto thieves they have landed—three.

In helping apprehend the suspects, Burwell and Yelsky never left the tower cab. How they did it makes for a fascinating jet age-style cops and robbers story.

It all began when the New York Port Authority police at LaGuardia were alerted by a telephone report that three men were observed trying to find unlocked automobile doors in one of the parking lots. Immediately, four police vehicles were dispatched to the scene.

One vehicle, in order to respond without delay, contacted FAA ground control for clearance to use the shortest route—across the airport's runway 4/22 via Taxiway Charlie. In requesting this clearance, the driver informed the controller of their mission. Pity the poor car thieves; now they not only had a passel of patrolmen in hot pursuit on the ground, but two eagle-eyed controllers high in the tower cab eager to act as spotters.

With Burwell on the mike and

(Continued on Page 7)

PERSONNEL QUIZ

1. What is the competitive service?
2. What is meant by "Civil Service Status" or "competitive status?"
3. How is competitive status acquired?
4. What is the difference between a career and a career-conditional appointment?
5. How long is the probationary period?
6. How long is one's competitive status good for reinstatement after separation from the competitive service?

(Answers on page 7)

As a Navy Pilot . . .

Son Follows in Dad's Footsteps

By Irving Ripps

WASHINGTON—Seeing a son follow in his footsteps is a dream many dads cherish, especially a Navy dad, and an aviator to boot.

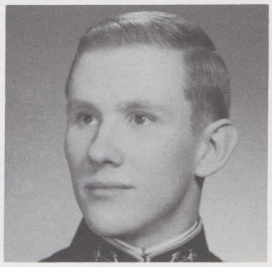
On June 5, Ward Masden, FAA helicopter specialist, saw his dream fulfilled when his son, Ward, Jr. graduated from the U. S. Naval Academy at Annapolis. His son transfers to the Pensacola Naval Air Station in Florida this September for flight training to become a Naval aviator.

The event will mark the passage of 31 years since the "old man" took flight training at Pensacola and subsequently went on to fly recon missions in patrol bombers during the pre-World War II days when the nation was engaged in Atlantic neutrality patrol.

Masden's naval flight experience was the beginning of a lifetime career in operational flight assignments. His current job with FAA in Washington is unique—that of special assistant on helicopters to the Administrator and to the Flight Standards Service Director.

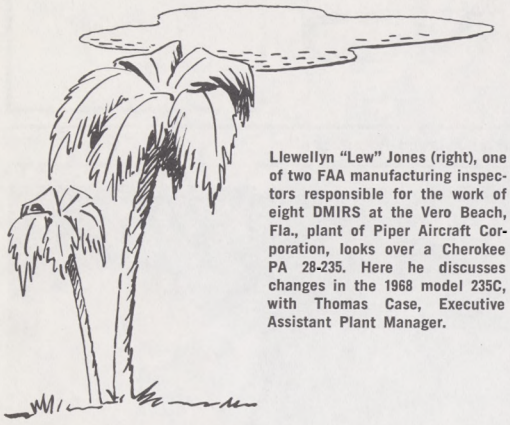
In more than 25 years of service with FAA and its predecessor, he has gone from line assignments as an air carrier operations inspector to Chief, Flight Standards Operations Divisions in Washington. He served in New York during CAA as the Deputy Regional Administrator for an area now covered by the Eastern Region.

Masden holds airline transport pilot certificates for both fixed wing and rotary aircraft and airplane and powerplant mechanic and parachute rigger tickets.



In The Family

Ward Masden, Sr. (left) stands by his ship at Pensacola in 1937 and (center) as he looks today. His son, Ward, Jr. (right) enters Naval aviation flight training at Pensacola after his graduation from Annapolis in June.



Llewellyn "Lew" Jones (right), one of two FAA manufacturing inspectors responsible for the work of eight DMIRS at the Vero Beach, Fla., plant of Piper Aircraft Corporation, looks over a Cherokee PA 28-235. Here he discusses changes in the 1968 model 235C, with Thomas Case, Executive Assistant Plant Manager.

Duo Works Hard For . . .

Vacationland Air Safety

By Thom Hook

VERO BEACH, Fla.—The joys of sun-and-fun living have turned into a billion dollar industry that attracts tourists and retirees to South Florida like bees to flowers.

But few men are fortunate enough to have challenging and rewarding air safety work to accomplish every day while—during off hours—enjoying Florida sports. They enjoy tennis, boating, fishing, air conditioned homes and being able to slip out of a home pool and pluck a juicy orange fresh from their own tree.

Two FAAers can do all of this. Llewellyn "Lew" Jones, a native New Englander in the Southern Region since 1964, and Frank Casano, born in New York and transferred from the Eastern Region a year ago, have the enviable jobs of working to help make Piper "Cherokees" safer in sunny Vero Beach.

Jones and Casano are two FAA manufacturing inspectors who are assigned to the Vero Beach branch plant of Piper Aircraft Corporation. Until recently their main task has been the demanding one of maintaining surveillance over the work of Piper's own eight Designated Manufacturing Inspection Representatives (DMIRs). With 15 Cherokee single-engine airplanes coming off the assembly lines daily, inspecting them for airworthiness from spinner to tail covers a lot of territory. This includes eight land models and two seaplanes. Jones and Casano run surprise and spot checks in addition to regular surveillance to see that all FAA type certification requirements are being met.

Jones' civil experience includes work for Doman helicopters, Lycoming and a manufacturer of aircraft engine inserts. Both he and his late wife flew the Cherokee he owns around Florida, where the weather is ideal for flying more than 90 per cent of the time. Jones is under direct supervision of the Miami EMDO. He no longer misses the snows of his native New England.

Casano is married and has three grown children. Before coming with FAA he worked for Luscombe, Seversky, Republic, Brewster Aeronautical and Grumman.

Responsibilities of the pair are considerable, in view of the fact that more than 2,000 production workers at Piper and 150 inspectors are busily pushing 15 Cherokees a day through the plant's 480,000 square feet and out hangar doors. Any hold-up of production due to quality control deficiencies spotted by FAA would seriously hurt the plant. Yet that has happened.

Quality Control Is Maintained

In mid-1966 FAA noted quality control problems and withheld product certification privileges for approximately nine months. During the period, three special Production Certificate (P.C.) Boards had to be held. The manufacturer changed quality control managers and production supervisors and was told to prepare new procedures and controls.

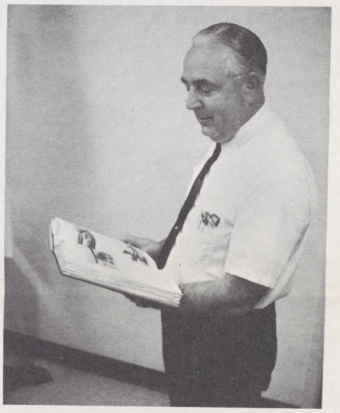
Additional DMIRs were appointed, and in general Piper had to sacrifice production of more than 300 aircraft to upgrade the quality of the aircraft being produced.

For Lew Jones, it was a long hard pull, with Piper and FAA working closely together throughout the period. The struggle has proved worth the effort, because there is a noticeable diminishing of service difficulties, accidents and reported engineering violations.

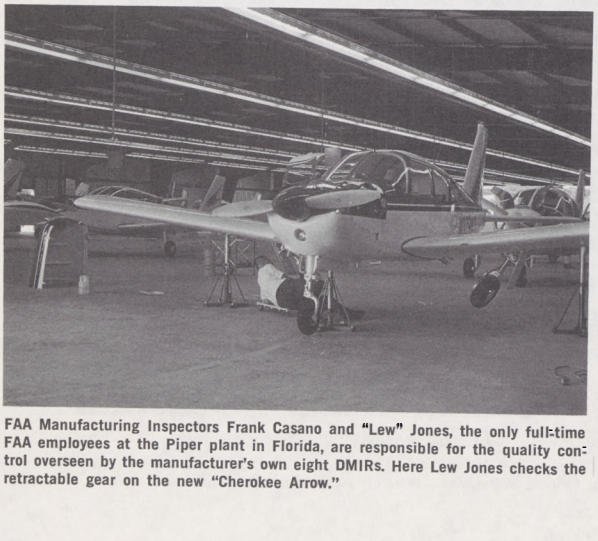
Last July, the manufacturer applied for authority to operate under a Delegation Option Authorization (DOA). An application is now pending with FAA, and if approved, the agency will be able to inspect the Piper organization, facilities, products and records to determine if the manufacturer can —in effect—surveil his own manufacturing without full-time FAAers on the premises. This is possible in the current year, it is reported, depending upon efforts on the part of the manufacturer to comply with agency recommendations.

Also connected with agency responsibility are six Designated Engineering Representatives (DERs), who are under the direct responsibility of Henry C. (Hank) Faller, supervisor of the Engineering and Manufacturing District Office—43 in Miami. They work with the FAA Aerospace Engineers on design changes and certification.

Lew Jones and Frank Casano enjoy the challenge of keeping Piper inspectors on their toes as well as the good life of residing in beautiful Vero Beach. The challenge grows ever bigger, however, as they work closely with Piper on conformity inspections on test items to be used on a new airplane, the PA-35—a twin-engine aircraft to carry 19 people for the burgeoning air taxi industry.



Before becoming an FAA manufacturing inspector at the Vero Beach, Fla. Piper plant, Frank Casano built up experience working for Seversky, Republic, and Grumman Aircraft.



FAA Manufacturing Inspectors Frank Casano and "Lew" Jones, the only full-time FAA employees at the Piper plant in Florida, are responsible for the quality control overseen by the manufacturer's own eight DMIRs. Here Lew Jones checks the retractable gear on the new "Cherokee Arrow."

Boating and fishing are easily enjoyed by Florida residents by trailing their craft to nearby public ramps, such as this one near Vero Beach. It's just part of the good life where FAA Manufacturing Inspectors "Lew" Jones and Frank Casano work.

A Woman's View

Mrs. Ralph R. Richardson, member of the Women's Advisory Committee on Aviation, conveys the woman's view on aviation matters to members of the Spokane local coordinator's group, meeting in Yakima, Wash. At her left is Leland P. Hughey, Assistant Seattle Area Manager, and at her right is Ken Harkema, retired Chief of the Walla Walla FSS.

Mrs. Richardon Tells Story

Women in Aviation Are Active

YAKIMA, Wash.—As might be expected, the only gal in the room at an FAA local coodinator meet would attract considerable attention.

The Spokane Coordinator Meet held here recently went one better: as a principal speaker, "the only gal" was the center of attention.

The speaker was Mrs. Ralph R. (Gini) Richardson of Yakima, longtime member of the FAA Women's Advisory Committee on Aviation.

Mrs. Richardson was invited to meet with the group and to exchange ideas which might be helpful to her in connection with the spring meeting of the committee just held in Oklahoma City.

At the same time, the group expressed interest in learning more about the committee and its functions. Mrs. Richardson gave a comprehensive summary of committee activity.

"She gave a most interesting talk and described a typical committee meeting—the one in San Francisco in October 1965," said C. F. Brookman, Spokane coordinator. "We had a lively exchange of questions and answers which was beneficial, I'm sure, to both Mrs. Richardson and to members of the coordinator's group."

Mrs. Richardson has logged 15,000 hours and holds virtually all FAA pilot licenses and ratings.

She and her husband, also a commercial pilot, own and operate Richardson Aviation and Airway, Inc., in Yakima, specializing in spraying and dusting. They also have a flight school and aircraft maintenance facility.

Other members of the Women's Advisory Committee in the Western Region have been invited to attend FAA coordinator meetings and to meet with FAA officials.

Recent visitors to FAA Regional Headquarters in Los Angeles were Mrs. Betty Miller, Santa Monica member of the committee, and Mrs. Lauretta Foy of Van Nuys. Another Western member of the committee, Mrs. Jacqueline Sachen of San Carlos, has attended coordinator meetings in the San Francisco area.

PTA Exhibit A Real Winner

ANCHORAGE — "Countdown for Tomorrow" was the theme of the Alaska Congress of the Parents and Teachers Convention, held in Anchorage in April. In keeping with this theme, the region prepared an exhibit explaining the agency's program to assist the educational community in aviation education activities.

At the launching of the Sixth Biennial Convention, attended by delegates from all over the 49th State, was Frank Austin, of Merrill Tower here. An air traffic control specialist, Austin also serves as Director of PTA District 6, which comprises Anchorage and its environs, including the two huge military installations at Elmendorf AFB and Fort Richardson.

Aside from overseeing the activities of 46 local units, Austin is the president of the Chugiak High School PTA. He also serves on the Executive Board of the Anchorage PTA and is a delegate to the State Council from the Eagle River Elementary School.

In short, Austin, an agency veteran of 12 years, takes PTA matters quite seriously. "What better place than the PTA conventions," he decided, "for an exhibit explaining the agency's aviation education program?"

This Is The Story

Frank Austin, ATCS at Merrill Tower (left), displays agency aviation education wares to Mrs. Katherine Lester and Orville Perley, FSD, during the statewide PTA Convention held in Anchorage recently. Mrs. Lester is a secretary of the Anchorage Borough school district.

An obliging Orville A. Perley, general aviation accident prevention specialist assigned to the Flight Standards Division, helped Austin. With the aid of the Administrative Services Division, an exhibit was developed that explains the agency's services to educators. Booklets and pamphlets were snapped up quickly, and from the interest shown by the delegates, a big season lies ahead for the region in servicing requests for tours, speakers, brochures and other types of assistance.

Alaska's aviation education program is administered by the Flight Standards Division. Perley is in charge of the program. "Get 'em while they're young," he advocates, "then it's easy to teach them safe flying habits later on."

Crew Chief's Daughter Swims Toward Olympics

LOS ANGELES—A 14-year-old San Fernando Valley girl and member of an FAA family is making quite a splash in the aquatic world. She is Terri Jackeline Brink, daughter of Mr. and Mrs. Eugene G. Brink. She recently qualified for the Senior Women's Olympic Tryout Qualifying Meet in Pittsburgh.

Brink, crew chief at Los Angeles Tower, has been an FAA employee for the past 18 years.

Terri, known as "Jackie" by her family, celebrated her 14th birthday in February. She attends Hughes Junior High School, where she is a member of the Patricians, an honor society; the Madrigals, a choral group of nine; and the Girls Glee Club. Jackie has studied piano for a number of years and plans to major in music. She is also a tutor.

Jackie is a member of the Rita Curtis Valley Athletic Club located in Van Nuys, Calif. Her specialty is distance swimming. She will enter the 1,650 yard freestyle and very possibly the 500-yard free event in the Nationals. She began her training at six years of age, winning her first medal in Amateur Athletic Union competition when seven years old.

Jackie's younger sister, Kathy, has also been swimming competitively since five years of age, but has now left the swimming field in favor of diving. She is being trained by Nick Rodionoff, head diving coach for UCLA, and the Rita Curtis Club.

Terri Jackeline Brink, daughter of Eugene Brink, crew chief at Los Angeles Tower, is one of the country's outstanding young swimmers and has her eyes on the Olympics.

FAA-Weather Bureau Radar Program Launched in West

By Cliff Cernick

PALMDALE, Calif.—FAA long-range radars in Southern California and Nevada are doing double duty these days. They are being used both for air traffic control and for weather tracking and forecasting.

Weather Bureau meteorologists at the Los Angeles Center are now monitoring radar sets which show, in addition to aircraft blips, weather patterns over the southern half of California, western Arizona, southern Nevada and northern Baja, Calif.

At two-hour intervals, from 6 a.m. to 2 p.m., summaries based on these observations are sent by teletype and facsimile to Weather Bureau forecast centers, where they are incorporated into forecast and warning programs utilized throughout the West.

Joint Weather Bureau-FAA use of radar data was first put into effect in June 1966 at the Salt Lake City Center. The program there was so successful, it was decided to expand it to the Los Angeles Area.

"Use of FAA long-range radars provides the Weather Bureau with more precise information on the approach of storms and general weather phenomena," said George Kalstrom, meteorologist in charge of the Weather Bureau's Los Angeles Forecast Center, located at FAA Western Region Headquarters.

The new program will benefit not only pilots, but also the general public and public agencies concerned with flood control. Kalstrom is coordinating the program with John Hilton, Los Angeles Area Manager and Ben Freiman, Los Angeles Center Chief.

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The Aviation Challenge

Editor's Note: The following is the text of a speech made by Administrator McKee to the Aero Club of Washington on May 28.

You may remember the story about the French skeptic who witnessed history's second balloon launching near Paris in the summer of 1783. Unimpressed by the demonstration, he turned to another spectator, Benjamin Franklin, and asked in a rather belligerent tone: "What is the use of the balloon?" Franklin, who was then in his 78th year, remained unruffled. He peered at the Frenchman for a moment through his tiny square-rimmed glasses and then posed a question of his own. "Of what use is a newborn baby."

We can laugh today at our Frenchman's lack of vision. We have the benefit of hindsight. But ask yourself this question: Had we been present on that summer day in 1783, would we have been as wise as Franklin?

The point I'm trying to make here is that predicting the future is always a hazardous undertaking. This certainly has been the case in aviation. In recent years the potential of aviation has been consistently underrated. Skeptics have always far outnumbered visionaries.

Aviation Faces Its Challenge

Increases in the number and utilization of the civil aircraft fleet constitute a large part of the challenge facing aviation in the decade ahead. But we also can look forward to an aircraft fleet of increasing complexity. New generations of aircraft will pose new operational problems. The high-capacity jets will be with us even before the 60's expire. V/STOL aircraft and the supersonic transports are just over the horizon.

The near total transition by the airlines to jets will be completed in the very near future. Moreover, the number of turbine-powered general aviation aircraft will increase seven-fold over the next decade, reaching a total of 7,000 by 1979. These high-speed aircraft will have to blend with an increasing fleet of slower aircraft which will be competing for the same airspace.

In addition, we envision that the bigger, faster, more complex civil aircraft fleet of the 1970's will be operating more and more in certain concentrated geographic areas. In 1965, 21 major American metropolitan areas accounted for two-thirds of total airline passenger enplanements. By 1980, they will account for better than 70 per cent of all airline passenger enplanements.

It also should be noted that these same hub areas serve as focal points for general aviation. In fact, the second and third busiest airports in the nation in terms of traffic movements are both general aviation airports and are both located within major hub areas. Opa Locka, serving the Miami area, is number two. It is followed by Van Nuys, which serves the Los Angeles area.

So the airspace challenge in the 1970's is fairly well defined. We are going to have more airplanes. They are going to be of many different characteristics. They are going to be flying faster. And they are going to be operating more and more in certain concentrated geographic areas. To service and support this fleet is going to require a vast modernization and expansion of all supporting systems. The task is urgent and there is no time to lose.

Obstacles Must Be Overcome

There are several major obstacles to safety and growth in aviation which must be overcome. Some of these major problems are: (1) An adequate system of airports; (2) An automated air traffic control system; and (3) Trained personnel to operate and maintain the system.

The inadequacy of our airports is the greatest single limitation on the capacity of the nation's air transportation system. Many of our major airports already are suffering from insufficient capacity. Aircraft cannot land or take off at a rate the traffic demands. Many of the constraints stem from a sheer lack of concrete, in the form of runways, taxiways, ramps, etc. The number and duration of these delays already are serious. In 1966, for example, FAA made a study of delays at 304 terminal areas served by FAA towers. That study showed delays in these areas amounted to 173,000 hours. These delays cost the domestic airlines $57 million. These delays and costs are steadily increasing.

Quite obviously, we need to expand and improve our airports system if we are to meet the challenge of the 70's. We estimate that approximately 2,000 of the 3,200 publicly-owned airports now in use in the United States must be improved over the next 10 years to handle the growing volume of air traffic. We also see a need for some 900 new airports in the same time period. Most of these would be small airports designed to serve general aviation. Approximately 225 of them would be located within busy hub areas to siphon off general aviation traffic from the big commercial airports. But even with the addition of these "reliever" airports, we still see a need for about 35 new airports to meet the demands of the nation's air carriers. The Administration has proposed legislation to assist in the financing of future airport development and I hope this will receive early congressional consideration.

Jets To Disgorge 400 Passengers

And as we extend the operational capability of our airports, we also must act to improve terminals, parking accommodations, access roads, and the transportation systems which link airports to the cities they serve. In fact, these facilities are a major concern as we move forward into the era of the Boeing 747 and other high-capacity jets. The prospect of several of these huge aircraft arriving more or less simultaneously and disgorging 400 or so passengers each into an already congested terminal is pretty frightening.

Now, let's look at the problem of automating the air traffic control system. This modernization program is well underway in the en route area and has been planned for the terminal area. The en route and terminal systems are based on the use of large modern computers which can assimilate large quantities of control data, and then distribute and display the data to controllers.

Obviously, a large communications capability is required and most communications will be in digital form and done automatically. For example, equipped aircraft will respond with their own identity and altitude after being queried by radar. However, pilot/controller conversations will still be carried on by voice for some years.

In the communications area, we think the future use of satellites has great promise. In remote areas—over the oceans and desert areas—today's communication systems are far from reliable. Through the use of a communications satellite, the reliability of the vital air-ground link could be greatly improved.

Collision Warning Device Wanted

The industry is well on the way to providing a dependable cooperative collision warning device for use by large aircraft. We have high hopes that a device that will at least warn of the presence of small aircraft will be developed soon.

In addition to new elements entering the system, we need more of the garden-variety, every-day facilities, such as towers, radars and instrument landing systems.

For example, we see a need for the establishment of control tower service at some 235 airports which presently do not have this service.

Expansion of both en route and terminal radar service also is required. Some 140 new radars will be needed in the terminal areas alone by 1978.

In addition, we must have 850 additional instrument landing systems. Also, refinements in existing equipment are required if our major airports are to achieve full all-weather capability in the 1970's. We also need special landing aids for V/STOL aircraft.

Because we view the job ahead as a joint effort of Government and industry, we believe those in the private sector should have a greater voice in developing the policies which shape their destinies. We intend to see that they are given this opportunity.

Most of you probably are aware that we have already begun to establish consolidated planning machinery which will enable the agency to anticipate future demands for aviation services and to act accordingly. We do not intend this planning function to be a one-shot effort but rather a continuing and vital process which will involve industry as well as Government planners.

We plan to hold our first annual planning review conference this fall, and we look forward to a constructive industry response. We believe this new concept of joint planning points the way to increased Government-industry cooperation which will enable us to meet the challenges in aviation which lie ahead.

As complex as the airports and electronics are, they are soluble and I am sure that, jointly, we will solve them.

Trained People Are Needed

There is another problem that worries me more than the problems of concrete and hardware. That problem is an adequate number of trained people.

The brunt of the present explosive growth is now being borne by the highly skilled and dedicated work force of the FAA. Traffic developed faster than facilities and staffing. Our experienced controllers are now working a six-day week at the busier locations, and are frequently held over for 10, 11 or 12-hour days when the traffic piles up.

Despite the use of more overtime than they should work, and the will of the controllers, communications and maintenance personnel to see that you move efficiently, as well as safely, we are running into more and more delays resulting from saturation of the available work force. When this happens, we hold flights on the ground and delay you. Safety is our goal, Your convenience and expedition are important only if safety is no factor.

The FAA will never criticize a controller for delaying you if he so much as thinks safety may be involved. To the contrary, he can never explain why he expedited your flight if he compromised safety in any way. Nevertheless, we are almost daily breaking traffic count records—and use of overtime records.

We must increase the size of our controller, flight service station, maintenance technician and Flight Standards inspector work forces. They must undergo rigorous selection tests, physical examinations, and long months and years of training before they are qualified. This all costs money and brings me to the main thrust of my speech.

Safety Is Worth Billions

It is apparent that when we talk about hiring and training more people, modernizing the air traffic control system, establishing new towers, expanding radar and communications capabilities, installing more instrument landing systems, building new airports and improving existing ones, a great deal of money is involved. We are *not* talking about millions, tens of millions or even hundreds of millions. We are talking about billions.

The key question then is: who does pay for this system? The answer already has been supplied by President Johnson. In a letter to Secretary of Transportation Boyd, he said: "Those who benefit most from such expenditures, the aviation industry and the flying public, should pay their fair share of the costs of the system needed to handle the increase in air traffic while maintaining a high level of safety. I do not believe the general taxpayer should be asked to shoulder this burden."

User Charges Are Proposed

At present, there are two taxes which are considered to be user charges. One is a five per cent tax on domestic airline passenger tickets. The other is four cents per gallon on aviation gasoline, half of which is refundable on request. These taxes currently yield about $237 million in revenue, of which $8.3 million is from general aviation fuel taxes. This is wholly inadequate for the type of system we have been talking about today. Additional sources of revenue must be found to take care of industry and the traveling public's "fair share" of these expenditures. A proposed new schedule of user charges was sent to Congress last week.

These proposals increase existing taxes appreciably but not excessively. A better balance is achieved in providing an equitable distribution of costs to those who benefit from the use of the system.

It needs to be clearly understood that these new taxes are designed to provide resources which will enable us to accommodate the healthy increases in the use of our airspace that is forecast.

In the absence of an adequate and separate revenue source, we would continue to be dependent upon the general fund and aeronautical expenditures will be balanced with those other necessary services the Government provides the people of the country.

Without such resources, it will be necessary to restrict growth in an effort to maintain our current safety record—a record still not good enough to suit us. I will not hesitate to issue the necessary regulations if there needs to be a choice made between safety or restricted traffic flow. Furthermore, I will reassess present commitments for facilities and services and would reallocate funds and staff to high priority locations, consequently closing down or limiting hours of operations of FAA facilities at many locations throughout the country.

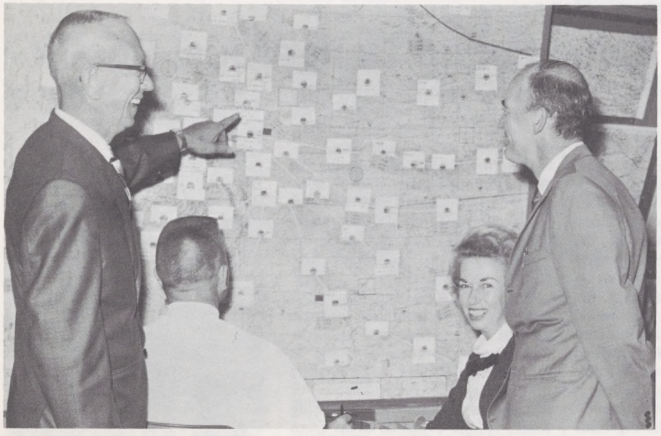
Now Is The Time To Act

All of you are aware that the Administration's proposed airways/airports program contains several highly controversial elements. In the light of the differences which have been expressed in many quarters of Government and the aviation community, there may be some temptation to lay these issues aside for a future session of the Congress. In my judgment this would be a serious error. Since good agreement appears now to exist concerning the need for a user tax, I urge that this legislation also receive early Congressional consideration without delay.

As I have already noted, the job of improving and modernizing our aviation system is not one that Government should do alone.

We must have the full cooperation and support of all the various segments of the aviation community. Without your help, we cannot hope to succeed. In fact, even with your help, the job will be difficult but it can and must be done.

Controllers at Oakland Center accept National Air Traffic Facility Award from Ferris Howland, AT-2 (center). Accepting for the center were controllers chosen by their co-workers to represent the center's six areas of specialization. From left: Gene Inslee, Ken Barton, Don Durant, (Howland), Rex Elwell, Steve Brashear and Remo Rosa. Earlier, the controllers received the Regional Facility Award from Lee Warren, Deputy Director, Western Region.



Pointing to simplified weather status board which originated in the station and was one of the reasons that Denver FSS was selected as the "Facility of the Year," Robert Hacker, Chief, FSS, explains the workings to Ferris Howland, AT-2, while Specialists Charles Johnson and Frieda Lebsack look on.

William Flener, Acting Director, Air Traffic Services (left), George Gary, Director, Eastern Region (center) and Howard Cocklin, Chief, Washington National Tower, discuss the heavy DCA traffic from high in the tower cab, shortly after Flener presented the tower with the 1967 Tower of the Year Award.

Safety-Minded Service

Here Are FAA's Finest!

By Diane Enos

WASHINGTON—The agency has honored three air traffic control facilities, Washington National Tower, Denver Flight Service Station and Oakland, Calif., Air Route Traffic Control Center by naming each "Facility of the Year."

They were selected from among the 28 air route traffic control centers, 315 towers and 332 flight service stations in the FAA system as the most outstanding facility in their respective fields.

The awards, recently presented to the facility chiefs, represent the many long hours of safety-minded service which were provided to the aviation public by the staffs of the facilities involved.

The three national award winners were chosen from among the 19 regional facility winners scattered throughout the seven FAA regions. The regional winners were chosen by the regional offices as the most outstanding in their regions.

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

In announcing the national awards, William Flener, Acting Director of Air Traffic Service, pointed out that the facilities not only fulfilled all the qualifications, but also continued to meet the agency's high standards of air safety.

The Denver Flight Service Station was cited for its efficiency, excellent relations with the flying public and its record of successful innovation in meeting the needs of the general aviation pilots it serves. Some of the new pilot briefing techniques and tools developed by the Denver FSS are being adopted nationally.

Upon receiving the award on behalf of his entire crew, Robert Hacker, Denver FSS Chief, said, "A way of life for employees of this station is thinking and acting on better ways of doing the job. Every required chore is challenged, first from the standpoint of necessity then from quality and convenience. This has resulted in exceptionally high productivity and quality in all aspects of the job. Without exception, every employee of the Denver FSS has made a major contribution toward overall high quality of work output.

"The national and regional awards for the outstanding FSS of the year for 1967 are a just tribute to their dedicated efforts."

The Oakland ARTCC received the coveted award in recognition of its high rate of personnel efficiency, despite a rapid growth in the number of flights it handled.

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

Recently named chief of the Oakland Center, Don Brink, was not too surprised to learn of the facility award. He stated, "I reported in as chief of the Oakland facility shortly before the announcement that the center had been selected as the recipient of the National Air Traffic Facility Award for the year. I wasn't surprised since the operational efficiency I observed among the controllers during my first few weeks on the job was remarkable. Everyone in all departments of this facility takes great pride in receipt of this honor, which is a real tribute to a hard-working, dedicated group of employees."

The Washington National Tower was cited for having overcome "limitations of airport size and unusual space restrictions."

In presenting the national award to the tower, ATS Director Flener complimented the hardworking personnel: "I bleed a little for you every time I fly into Washington National and listen to you. You've got a group of fast, sharp controllers. You're operating under very difficult circumstances—there are an awful lot of airplanes in the Washington area, you've got Andrews AFB nearby and some complex noise procedures to cope with. We've set some pretty tough standards for our towers, and this one—more than any other—has met them."

Although these facilities were chosen to receive the 1967 national awards, the task of choosing them was a difficult one.

Air traffic control facilities throughout the country are continuing their day by day effort to achieve the agency goal of total safety in the sky, complemented by better and better public service.

These winning facilities represent the closest approximation of this goal.

Afghanistan's Air Age Dreams Helped By FAA

LOS ANGELES—From the land of Marco Polo, Alexander the Great, Tamarlane and Genghis Khan—a land where great ancient trade routes once crossed—came one of FAA's most unusual visitors.

Thirty-two-year-old Abdul Matin Kakar of Afghanistan arrived in the United States three years ago to obtain an American scientific education—and to study FAA facilities in detail so he could return home to guide a sweeping aviation modernization program underway there.

Now, rugged, soft-spoken Kakar has a B.S. degree from Northrop Institute of Technology in Los Angeles, an unusual grasp of the English language, several bulging notebooks on the FAA system and a warm sense of appreciation for FAAers who extended him a helping hand at scores of offices and facilities.

"I'm most thankful for the help everyone gave me," he said. "I'm deeply impressed with FAA's effective organization—the way you coordinate—the way you work. It amazes me that an official in one office can pick up a phone and talk to another branch without having to give the other person detailed background on the problem. In most cases, the other fellow already knows about it."

However, Kakar observed that "there still seems to be too much paper work—but I guess you can't do much about it."

What will Kakar do with his newly-obtained American education, and his four-month study of FAA?

To Plan National System

"I intend to play a key part in developing aviation—especially general aviation — in Afghanistan," Kakar said. "I foresee that a great part of my work will be in the field of airway facilities—engineering, construction, maintenance and future planning of our national aviation system."

Kakar will return to work with the Afghanistan Air Authority (AAA), roughly equivalent to FAA, except that airport managers under AAA have broader authority, responsibility and jurisdiction with regard to aviation affairs. Kakar estimates AAA now has about 1,500 personnel.

"The government of Afghanistan is intensely interested in promoting aviation," he said. "At the present time, a large percentage of our national budget is being devoted to aviation development."

To Link Major Cities

The main aim in Afghanistan at this time, he pointed out, is to link major cities by airline routes. A long-range aim is to establish a network of about 100 dirt airstrips throughout the country to link the smaller, more isolated communities to the national system.

Before leaving for Afghanistan, Kakar visited Oklahoma City and Washington Headquarters.

To The Other Side

Abdul Matin Kakar points out his landlocked, isolated homeland of Afghanistan to Western Region International Liaison Officer Garrison Costar. Kakar will play a key role in the development and modernization of his country's newly-emerging aviation system.

Air Minded

Visitors come from all walks of life to learn about FAA air safety activities in the Canal Zone. Posing happily in the Area Office lobby with FAA guides E. L. Murphy (left), Assistant to the Area Manager, and E. D. Blog, air traffic controller, are Sisters Mary Celeste, Mary Sienna, Mary Acquin and Mary Jude. All teach at Saint Mary's Mission near Balboa.

In Airport Approaches

Graceful Gulls Found Dangerous, Costly

By Francis J. Brandl

WASHINGTON—Bird watching as a sport or hobby is enjoyed by millions. But another form of bird watching is not a source of pleasure. In fact, it may be a matter of survival if climaxed by a clash between natural and man-made birds.

At a number of airports, the areas surrounding runway locations provide living quarters for certain species of birds. One of these, the herring gull, seems to scorn the big screaming jet types that frequent the runway. In spite of the whine and roar of the big screamers, the herring gulls refuse to go away.

Their continued obstinacy bothers the men who ride the big birds and own the runways. This concern is reflected in the attitude of a number of other people, including the FAA, which has resulted in the formation of an Interagency Bird Hazard Committee.

For two days this spring, members of the committee made ground and aerial observations of food sources available to birds on and around Kennedy International, Newark and Boston's Logan International.

Local representatives of the U. S. Public Health Service, the U. S. Water Pollution Control Administration, Bureau of Commercial Fisheries of the Department of Interior and the National Audubon Society also took part in the inspections, hosted by the Port Authorities of New York and Massachusetts.

Plan of Attack Mapped

After the two-day inspection, representatives of the various agencies concerned with waste disposal and pollution problems near the airports held a meeting, during which they outlined their plans to solve the herring gull problem. All agreed that denial of food sources, many of them man-made—garbage dumps, untreated sewage outfalls and open-air fisheries processing—could be an effective means of combat.

Pending legislation, including the Water Pollution Bill and the Wholesome Fish Bill, will have a direct effect on initiating action — along with other measures still to be determined by the Interagency Bird Hazard Committee.

Both New York and Massachusetts Port Authority officials strongly support the pending legislation, which will give them leverage to take positive actions in eliminating or reducing the open disposal of garbage, sewage and fish processing waste. Ample evidence exists from previous experience that corrective action requires such legislation because of strong opposition from vested interests.

The Systems Research and Development Service has a long history of research and investigation on the problem of bird control on and around airports. A continuing contract effort over the past six years with the Bureau of Sport Fisheries and Wildlife, Department of Interior, has produced a number of recommendations, but no implementing authority exists to enforce them. The legislation hopefully will provide it.

If any real justification is needed for eliminating man-provided sources of bird food, statistics will supply it.

According to studies made by Airports Service, of all bird strike reports received in 1966, a conservative cost estimate of the damage to aircraft is in excess of 10 million dollars annually. Most of the bird strikes reported to FAA occur at an altitude of less than 3,000 feet, a large portion of these on or near airports.

Gulls and Girls

Seagulls are great at the seashore, but a matter of concern in the vicinity of airports. An Interagency Bird Hazard Committee has studied food sources available to the large birds around busy Eastern airports, and met recently to plan an attack on the gull problem.

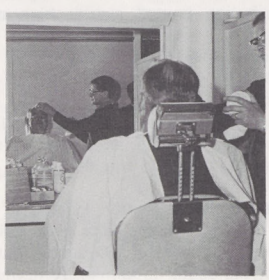
ATCers Test Radar Displays

ATLANTIC CITY — Nineteen air traffic controllers from all parts of the country recently gathered at NAFEC to aid in a project comparing vertical radar displays with horizontal displays.

Both configurations were shared-use consoles using alpha-numerics. Project manager Donald Martin said the comments and suggestions made by the controllers from the field will be most valuable in arriving at a decision about the displays, planned for the future.

Controllers participating in the tests and their home airports are: Leo Ullsperger of O'Hare, William Gunther of Minneapolis, Harold Simpson of Kansas City, Dan Williams of Fort Worth, Ernie Denton of New Orleans, Marion Carr of Houston, Ray McLeod of Atlanta, Jim Wright of Miami, and Don Codenys of Denver.

Others involved are: Frank Coil of Oakland, Dick Morrison of Los Angeles, Joe Mann of Logan, Tom Hamill of Washington, Dominic Montell of Cleveland, Ray Chaffee of the Chicago Area Office, Glen Compton of the Southwestern Regional Office, Buck Mason of the Southern Regional office, and Lyle Underwood and Clem Hendricks, both of whom are assigned to the Kansas City Area Office.



Before and After

At left, Lynn Hink, Chief of the Western Region Air Traffic Division, has make-up applied for a TV appearance to discuss FAA matters on the "For Your Information" show in Los Angeles. On the right, as he actually came over on the Channel Four tube.

Thickened Fuels To Be Studied

ATLANTIC CITY — NAFEC has awarded a $57,345 contract to the McDonnell Douglas Corp., of Long Beach, Calif., to study how the fuel system of a commercial jet transport operates with gelled and emulsified fuels.

Five engine stand tests will compare turbine fuels thickened with either two different gelling agents or three emulsifiers. Effects of temperatures and pumping of the fuels will be investigated.

Earlier tests show thickened fuels significantly decrease fire hazards in some airplane accidents as compared with conventional liquid fuels.

McDonnell Douglas will investigate compatibility of thickened fuels with both the airframe and engine fuels systems, and maximum permissible consistencies of the fuels without extensive changes to airplane fuel systems. Necessary modifications to airframe and engine also will be determined.

Effect of thickened fuels on such items as performance and cost will be noted. A project report by the contractor is due in July 1969.

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: My family insurance agent advised me not to take out the new optional term life insurance because of its high cost. This discussion raised a number of questions: (1) If another company could provide the same coverage at far less cost, would it not be reasonable to assume that the government would want to change so as to save money?

Answer: There are several factors which cause the Federal Employees Government Life Insurance (FEGLI) optional plan to be costly. First, it must cover all eligible Federal employees, whether they are normally medically insurable or not. Secondly, it must cover all eligible Federal employees regardless of age, and more than half of all Federal employees are over 45. Finally, it must provide "paid up" insurance for retirees age 65 and above. Private insurance companies may choose not to insure people in such high risk situations and can, therefore, insure at a lower cost.

Question: (2) How many Federal government employees are eligible for the insurance program?

Answer: Practically all permanent full-time Federal employees are eligible for FEGLI.

Question: (3) How do insurance companies make known their desire to participate in government insurance programs?

Answer: Metropolitan Life Insurance Company administers the FEGLI program under government contract. Several hundred companies participate and reinsure under the program. A company wishing to participate should contact the Office of FEGLI, 25 East 24th Street, New York, New York 10010.

Question: (4) How many employees now take advantage of the basic life insurance?

Answer: About 95 per cent of all eligible employees were participating in FEGLI before the new law became effective.

Question (5) How many employees decided to enroll in the extended life insurance that was just offered within the last three months?

Answer: As yet, no information about enrollment in the new optional plan is available.

Question: (6) What are the names of the insurance companies now providing government life insurance?

Answer: Direct Line does not have the names of the many insurance companies that participate. You may wish to contact FEGLI for this information.

Question: I have two questions. (1) Can annual leave be used for absence which may otherwise be legitimately charged to sick leave?

Answer: Yes.

Question: (2) Wouldn't a selecting official get the wrong impression of the general health of an applicant who has substituted annual for sick leave, thereby concealing the fact that he had been sick?

Answer: It's hard to conceive of a case where a selection might be based on a comparison of the sick leave record alone. When the state of a person's health is important to the satisfactory performance of a position, the selection official usually considers other factors besides the sick leave record.

Question: Are WAE (when actually employed) employees entitled to permanent status after two years of continuous duty?

Answer: First of all, the term "WAE" is outdated and such employees are now classed as either part-time or intermittent. Employees in this category are not entitled to permanent status after two years of service. These types of appointments have been the subject of a recent intensive study at your facility. Try again to discuss this with your supervisor, or drop by and see the Chief, Personnel and Training Branch; he will be glad to discuss the entire matter with you.

Question: I would like to know why our payroll division cannot make payroll deductions for the FAA Credit Union?

Answer: It looks as though the present policy will change because of pending legislation in Congress. As of press time, the House had approved and sent to the Senate a bill which would permit Federal employees to purchase shares of Federal credit unions through voluntary payroll allotments. But as of now, in order to be eligible to make an allotment authorizing such a deduction, CSC regulations require that an employee must meet one of the following criteria: (1) be assigned to a post of duty outside the continental United States; (2) work on an assignment away from his regular post of duty when the assignment is expected to continue for three months or more; or (3) serve as an officer or member of a crew of a vessel under the control of the Federal Government. Additionally, the allotment must be authorized by the agency.

Question: What are the criteria for establishing a leader or foreman position for electro-mechanical technicians at an airways facilities sector, and what type of supervision should an electro-mechanical technician receive?

Answer: As a rule, supervisory responsibilities are divided into four parts—work planning and organization, work assignment and review, supervisory personnel functions, and full and final technical responsibility. The type of supervision an electro-mechanical technician receives would depend on the work situation. An employee working alone naturally would receive less direct supervision than one working as part of a team with a leader or supervisor physically present.

Bond Bombshells

Eastern Region's Savings Bond lovies sign up many new subscribers by canvassing the regional office at JFK. On hand are Regional Director George Gary (center), Deputy Director Wayne Hendershot and Executive Officer Irving Mark (right). The eight volunteers are Sylvia Nazaire, Annette Filiberto, Dorothy Dunst, Phyllis Montella, Margaret Braton, Carol Burns, Barbara Holly, Madeline Kirouac and Jean Markham.

Bond Goal Close

(Continued from Page 1)

ings bond charts of progress, published regional INTERCOM articles, and inaugurated a contest in which two $25 savings bonds will be awarded.

Buying Savings Bonds and Freedom Shares is the painless way of being patriotic while at the same time saving for the future. Even for the minimum of $3.90 per biweekly pay period throughout a year you will accrue nearly $150 when your Bonds and Freedom Shares reach maturity.

Start Buying Today

So, see your supervisor today, and boost the agency over the 80 per cent mark we are still shooting for. With only two-tenths of a per cent to go, just a little extra push by FAAers nationwide will put the agency over the top.

Remember, with Savings Bonds and Freedom Shares, you are not only protecting our future, but investing in your country's future, while being paid for the privilege.

Asking 90 Per Cent

With only a week to go before the big "Shares In Freedom" Payroll Savings Plan ends, these DOT Bond Girls ask you to sign up now (if you haven't already) to boost total participation and start saving the easy way. They are (left to right): Sadie Edwards, FRA; Carol Bradley, BNCA; Joan Clark, FS; Jane Stolar, SRDS; Joyce Pauley, AD-2; Joann Henshaw, Office of Personnel; Virginia Baker, Office of the Secretary of Transportation; Joann Deskevich, FRS; Paulette Travis, DOT Public Information, and Carole Gallagher, Federal Railroad, BRS.

Thieves Nabbed

(Continued from Page 1)

Yelsky zeroing in on the parking lot with a pair of binoculars, the police were supplied with a running account of the suspects' movements and each man's actual location. Slowly the police closed in on their prey, who were going about their larcenous endeavors oblivious to the fact that the jig was almost up.

Then, before you could say "Bonnie and Clyde," the police pounced on the trio and hauled them off.

Capt. Walter O'Connor of the Port Authority police paid tribute to his FAA "deputies," Burwell and Yelsky, for their crime-busters role in this case. "The suspects were amazed at the rapidity at which they were apprehended," he said. "And when I told them that their every move had been watched and reported to us by the men in the control tower, they were absolutely flabbergasted."

New Airport Specs Issued By Agency

By Marcella Harp

WASHINGTON — Newly revised airport construction specifications—the first complete revision in nine years—have been released by FAA.

General in scope, the 438-page book updates and refines existing standards to take advantage of today's complex construction equipment and technical developments in the field of airport construction.

This document is well known and widely used throughout the free world. When cited in a contract, the specifications are binding.

Major construction items covered in the new book are: Clearing and Grubbing, Grading, Drainage, Paving, Lighting and Turfing.

The book includes information on patents, liquidated damages, qualifications of bidders and certain administrative procedures.

Known as the "blue book" in contrast to the "red book" which it replaces, "Standard Specifications For Construction of Airports" may be purchased for $3.50 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402.

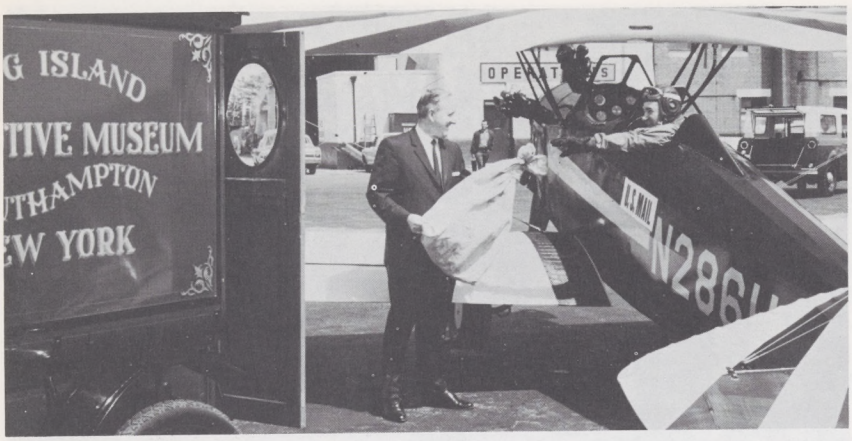
Daughter Flies 'Friendly Skies'

MILWAUKEE, Wis. — Frank Skopinski, supervising inspector at the general aviation district office here, had reason to beam with pride recently. He and his wife, Joan, attended graduation exercises of their daughter, Jody Ann, when she received the silver wings of a United Air Lines stewardess, upon completing her training at the Mount Prospect, Ill., Center.

QUIZ ANSWERS

(Continued from page 1)

1. The competitive service consists of all civilian positions in the Federal Government which are not specifically exempted from the Civil Service laws by statute or by the Commission.
2. Civil Service status or competitive status is an individual's basic eligibility for assignment to a position in the competitive service by reinstatement, transfer, promotion, reassignment or change to lower grade without competing with the general public in open competitive examination.
3. An individual normally acquires competitive status by appointment through open competitive examination and by completing a probationary period under a career-conditional appointment. In some special cases, an individual may acquire competitive status noncompetitively by statute, by Executive Order or by the Civil Service rules.
4. Most initial competitive appointments from Civil Service registers are career-conditional appointments. A career-conditional appointment is automatically converted to a career appointment after three years satisfactory service.
5. One year. A career-conditional employee may complete probation and acquire competitive status one year after appointment, but must complete two additional years of the conditional period for conversion to career appointment.
6. That depends. There is no limit for the reinstatement of wartime veterans (or veterans' widows and Gold Star Mothers) or for persons who have completed the three-year service requirement for career tenure. All others may be reinstated only within three years after separation. Certain kinds of employment may extend this three year period.



Another Oldie

It looks like 1918 as Frank Martinez delivers the mail to Postmaster Leo Morgan of Farmingdale, L. I. The vintage truck at left, built in 1911, transported the mail from the airport to the post office at something far less than the current speed limit.

Air Mail Days Re-Enacted in N.Y.

By Frank J. Puglisi

FARMINGDALE, N.Y. — The calendar was turned back 50 years at Republic Airport here recently to commemorate the golden anniversary of the first air mail flight from Long Island to Washington, D. C.

Taking off from Edwards Airport at Bayport, L.I. in a 1929 Brewster biplane, in a reenactment of the start of the historic flight, was Frank Martinez, a principal maintenance inspector with the Air Carrier District Office at JFK.

Two sacks of mail were stowed in the restored aircraft's back seat for a 15-mile flight to Republic Airport. Some 12 minutes later Martinez made a perfect three-point landing that won the enthusiastic applause of civic dignitaries and airport employees.

The first to greet the FAA's intrepid airman was Postmaster Leo Morgan, whose idea it was to stage the flight. After accepting the two mail bags from Martinez, Morgan deposited them in the rear of a 1911 truck donated for the occasion by the Long Island Auto Museum for delivery to the Farmingdale Post Office.

The historic flight that began air mail service in the United States took place on May 15, 1918. It began at Mineola, L.I., and terminated in Washington, D. C., with a stopover in Philadelphia. The total distance of 218 air miles was spanned in a little less than three hours.

Initially, air mail delivery was assigned to the U.S. Army. Late in 1918 the Post Office set up a civilian air service with its own pilots and planes. The first Airmail Act in 1925 transferred air mail operations to private contractors.

The Brewster biplane in which Martinez flew the mail from Bayport to Farmingdale was a restoration project that took two years to complete. It has twice won trophies in antique competitions as "the best restored biplane." The gaudily painted two-seater cruises at 80 mph and, as Martinez is quick to boast, "is as airworthy and safe to fly as anything in the air today."

Three Displays Studied For Atlantic Separation

ATLANTIC CITY—A human factors study recently completed here shows that cockpit displays of three proposed separation assurance equipments are adequate to separate over-ocean traffic when used with a new suggested standard operating procedure for maneuvering.

The study (Report No. NA-68-14) is part of an agency program to determine how to maintain safe separation between aircraft over the North Atlantic and areas where ground radar coverage does not exist.

The simulation was conducted at NAFEC under the direction of Warren Crook and Dr. Richard Sulzer.

Three displays representing proposed air to air ranging using distance measuring equipment (DME), airborne altitude-coded ATC transponder and equipment using the time-frequency technique were tested in simulation to determine capabilities and limitations. The study recorded the response of the pilot to varied collision avoidance situations using the new operating procedure.

System Gives Early Warning

Results of simulation show that the procedure was easy to learn and use, and that the system effectively provided early detection and correction of all types of potentially dangerous over-ocean encounters.

The standard operating procedure for pilots, devised by Nathaniel Braverman, depends only upon assigned altitudes and tracks and displayed range information. The procedure, which covers all type encounters, is relatively simple and achieves the required separation through the use of mild vertical or horizontal maneuvers.

A total of 413 collision avoidance runs were made in the simulation with 21 FAA pilots participating. Fifteen different encountering situations were tried. In some problems, a third aircraft was added.

Flight simulators cruised at jet transport speeds and altitudes and were coupled to a common plotting board where speeds and tracks were plotted. Each of the cockpit displays gave a 60-mile warning light and continual range of the other airplane. In addition, a common radio voice channel was available so pilots of encountering planes could talk directly to each other.

Happiness

Paul Lane (right), FAA Depot employee, receives a graduation certificate as first in the agency to complete all six Management Improvement Through Team Study courses. Congratulating him is Ray Murray, in charge of directed study for the MITTS program.

FAAer's Report Helps

Philippine System Grows

WASHINGTON—E. K. Shinn recently returned to Office of International Aviation Affairs after completion of a five and a half year assignment to USAID/Philippines.

As Chief of the U.S. mission's Aviation Division, Shinn prepared an airways and airports requirements analysis for the Philippines government.

The resulting analysis was enthusiastically accepted by the Philippines aviation sector with full approval.

The 340-page report details present deficiencies and outlines a five-year airways improvement program which, when implemented, will provide the maximum in-flight service.

Shinn, who spent 10 of his 34 years FAA service devoted to technical assistance programs in the Orient, said that the Philippines, with its 7,100 islands, is a natural environment for aviation growth. The nation's three domestic carriers, serving 58 locations, reported increases from 1.2 million to over 2 million passengers during the past five years.

Philippines President Marcos is determined to provide a safe aviation climate for his countrymen, and has called for bid proposals based on the recommendations contained in the Shinn report. One $4 million contract calling for 34 VORs, eight DMEs and one ILS to be installed within three years, has already been awarded.

Other contracts totaling $11.8 million for communications, ATC and radar equipment are in the negotiating stage.

Job Well Done

President Marcos (right), congratulates E. K. Shinn while veteran Filipina aviatrix, Mrs. Edith Dizon, looks on.

Tops In Maintenance

On the left, Dean Webster of United Air Lines, shows a device which won him the FAA's Safety Award for carriers to Area Manager Hervey E. Aldridge. At right, Robert M. Garmon holds a wire as fellow workers congratulate him on winning FAA's Safety Award for general aviation. Both winners and their families visited the Nation's Capital during the week of May 27 to see the sights and to officially receive their awards.

Agency Issues New Aviation Mechanic Certification Examination Guide Book

WASHINGTON—A new guide to help prospective airframe and powerplant mechanics to prepare for certification examinations has been issued by FAA.

Keyed to the new test format which will be used beginning July 1, the guide is divided into an airframe section, a powerplant section and a general section, which is applicable to both ratings.

Subjects covered in the general section include basic electricity, aircraft drawings, weight and balance, fluid lines and fittings and others. The airframe section covers structures, and airframe systems and components. The powerplant section covers powerplant theory and maintenance and powerplant systems and components.

The completely revised guide establishes levels of competence which indicate the amount of study that must be done or the skill that must be developed to get a passing grade in the various subjects covered by the tests.

Each subheading under the various sections is identified by skill levels—Level 1, Level 2 or Level 3. Level 1 requires a basic knowledge of the subject and no demonstration of skill. Level 2 requires a fairly good understanding of the subject, the theories and principles associated with it, and the ability to perform basic operations. Level 3 requires a thorough knowledge of the subject and an understanding of how it relates to the total operation and maintenance of aircraft. The operations necessary to complete Level 3 items must be performed skillfully enough so that, if performed on an aircraft, the aircraft could be returned to service.

The new guide may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20420.