



## A New Job May Be Found

### Agency Policy Assures Help For Medically Non-Qualified

WASHINGTON—The day an employee is notified that he is no longer medically qualified for his position can certainly be a disturbing one. Each of us may at some time be faced with the problem.

On this day, a very logical question might be: "What is the FAA's commitment in this situation and what are the mechanics?"

It is the policy of the agency to assure, to the extent possible, continued employment for the employee found medically non-qualified for his present job, but who is medically qualified for another type of position either within or outside the agency.

The key element in helping an employee faced with this situation is the Placement Review Board. This group is convened whenever necessary to review the employee's

experience, education and training and to compare these qualifications against the agency's current requirements. This board will collect pertinent data and meet with the employee to discuss the opportunities available.

The FAA is truly concerned with providing continued employment for all its employees. Each employee is a valuable asset to the agency in terms of his experience and knowledge with FAA as well as the investment in his training. Thus, it is important not only to the employee but also to the agency that every effort be made to place the individual in a position for which he can qualify.

It is equally important, however, that an individual be aware of his rights. In such a situation, he may qualify for disability retirement

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## Shoulder Harness Makes Minister Real 'Believer'

ANCHORAGE—Rev. Don White and John Haynes work in the 49th State where both are in the business of serving their fellowmen. The minister's efforts are in the spiritual field; Haynes' interest is aeronautical.

Close friends, Rev. White and Haynes are members of the Baptist Missionary Church in Alaska. But that isn't all they have in common. Both are airmen—the clergyman flies an airplane on his appointed rounds to small communities in the Alaska bush country; Haynes is Chief of the Aircraft Management Branch of the region's Flight Standards Division.

In matters religious, Haynes is guided by White. However, the roles are reversed when it comes to flying.

And this was fortunate in a recent accident that Rev. White experienced when his engine failed while approaching a small airport near Anchorage for landing.

The single-engine aircraft hit a small bluff before reaching the

clearing, tore off the landing gear, nosed over and caused considerable other damage. Fortunately for Rev. White, he was wearing a shoulder harness. He walked away from the aircraft without a mark to show for his mishap.

John Haynes and Mrs. White had been urging the flying parson to install shoulder harnesses on his "Maule" aircraft. For one reason or another, he had procrastinated.

Just prior to his fateful flight, Rev. White heeded their advice and installed the shoulder harnesses.

"It saved his life, I'm certain," believes Haynes. "At the very least, he would have sustained severe head injuries."

"We hear a lot of talk these days about shoulder harnesses being considered as mandatory equipment in automobiles," comments Haynes.

"We could certainly make an equally good case for having them installed on all small aircraft." "Amen!" says Rev. White.



### For Shoulder Harnesses

Rev. Donald E. White (right), Baptist missionary in Alaska, adjusts his shoulder harness before making a flight with John Haynes, Flight Standards Division. Not long ago, he rolled his small aircraft "into a ball," yet escaped unscathed from his landing accident, thanks to his new harness.

## Mrs. Ida Guidry Selected Year's Outstanding Handicapped FAAer

WASHINGTON—General McKee presented Mrs. Ida Guidry with a plaque in recognition of "her spirited service to the Nation" during an award ceremony honoring her as the "FAA Handicapped Employee of the Year." At the luncheon presentation, held at the Washington Hilton Hotel, General McKee, on behalf of FAA, also received from John Macy, Chairman of the Civil Service Commission, a Special Service Award. The award was presented to the agency for "outstanding cooperation and support of the program for employment of the handicapped, and establishment of the first Outstanding Handicapped Employee of the Year awards program. FAA started the program in 1966.



### Award Winner

Mrs. Ida Guidry, FAA Handicapped Employee of the Year, receives her award from General McKee at a recent luncheon in Washington.

Mrs. Guidry is presently employed in the Course Development Section, Flight Training Branch of the Academy.

Mrs. Guidry does more than just perform exceptionally well on the job, even though handicapped by a foot-lift made necessary by surgical shortening of her right leg. She takes care of a home which includes her husband, and eight adopted children ranging from four to 19 years of age.

She has handled the home front well, too, and found time to do the kind of work worthy of a quality-within-grade promotion, a Savings Bond award and a "Proud Plaque" for error-free work.

During the past several years Mrs. Guidry has qualified for many diverse jobs. She started with a furniture company and became an expert upholsterer of chairs and divans. Later, she transferred to government work as an aircraft mechanic at Tinker AFB. In his presentation to Mrs. Guidry, the Administrator remarked: "When we launched the FAA 'Handicapped Employee of the Year' program in the fall of 1966, we certainly were not looking for any awards in our own behalf. I

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## For Meaningful Summer Work

### Agency to Hire 1,100 Youths

By Al Faison  
Personnel Management Specialist

WASHINGTON — During the summer months, FAA is providing employment opportunities for more than 1,100 young people in support of the President's Youth Opportunity Campaign. In addition, it is encouraging all facets of the aviation industry to participate in this year's summer employment program.

Employment and educational programs have been designed to assist the young people by providing them with opportunities in the nation's work force and motivating them to continue their education. The programs make available work and training experiences, as well as financial benefits, to youngsters who would otherwise be unable to complete their education or to receive training which would enable them to enter and remain in the work force.

Many of these youths are newcomers to the world of work. Therefore, supervisors are making an extra effort to provide them with effective assistance and supervision. Of course, all newcomers do not require extensive assistance and supervision, but some will very definitely need help. Timely assistance and counseling will help the youngsters become good workers, and thus to become more productive, useful members of society.

Emphasis is being placed on the importance of returning to school and on educational opportunities such as scholarships.

Career Opportunities for Youths, a nationwide program designed to

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### CLASSIFICATION ACT SALARY RATES

GS	STEP RATES									
	1	2	3	4	5	6	7	8	9	10
1	\$ 3,889	\$ 4,019	\$ 4,149	\$ 4,279	\$ 4,408	\$ 4,538	\$ 4,668	\$ 4,798	\$ 4,928	\$ 5,057
2	4,231	4,372	4,513	4,655	4,796	4,937	5,078	5,219	5,360	5,501
3	4,600	4,753	4,907	5,060	5,214	5,367	5,521	5,674	5,828	5,981
4	5,145	5,316	5,487	5,658	5,829	6,000	6,171	6,342	6,513	6,684
5	5,732	5,924	6,115	6,307	6,498	6,690	6,881	7,073	7,265	7,456
6	6,321	6,532	6,743	6,955	7,166	7,377	7,588	7,799	8,010	8,221
7	6,981	7,214	7,447	7,680	7,913	8,146	8,379	8,612	8,845	9,078
8	7,699	7,956	8,213	8,470	8,727	8,984	9,241	9,498	9,755	10,012
9	8,462	8,741	9,020	9,300	9,580	9,872	10,164	10,456	10,748	11,040
10	9,287	9,607	9,917	10,227	10,537	10,847	11,157	11,467	11,777	12,087
11	10,203	10,543	10,883	11,223	11,563	11,903	12,243	12,583	12,923	13,263
12	12,174	12,580	12,986	13,392	13,798	14,204	14,610	15,016	15,422	15,828
13	14,409	14,889	15,369	15,849	16,329	16,809	17,289	17,769	18,249	18,729
14	16,946	17,511	18,076	18,641	19,206	19,771	20,336	20,901	21,466	22,031
15	19,761	20,439	21,118	21,797	22,475	23,154	23,832	24,511	25,190	25,869
16	22,835	23,566	24,297	25,028	25,759	26,490	27,221	27,952	28,683	29,414
17	26,264	27,139	28,014	28,889	29,764					
18	30,239*									

\* The salary for employees at these rates is limited by section 216 of the Federal Salary Act of 1967 to the rate for level V of the Executive Schedule (as of the effective date of this salary adjustment, \$24,000).

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

### Billfold Pay Chart



Forty-eight flight instructors from all over the nation descend upon Anchorage, Alaska for the recent Flight Clinic. FAA provided transportation in N127 during regular air carrier flight check crew training flights.



An unexpected surprise for Mrs. Hugh M. (Frances) King, FAA Disbursing Agent in the Alaskan Region, during the Flight Training Clinic was the visit to Anchorage of an old friend, Gene Widoff, a flight instructor with the group. Mrs. King knew Widoff when he was stationed at Elmendorf AFB as a troop carrier pilot 23 years ago.

## In the Spring....

# Pilots' Thoughts Turn to Safety

By George T. Fay

ANCHORAGE—Bears and pilots here both broke out of hibernation this spring after a cold, dark winter. The bears were seeking food after a long fast; the pilots were seeking to upgrade their flying skills after months of inactivity before taking to the skies again.

Happily for many pilots, the Aircraft Owners and Pilots Association (AOPA) had scheduled a three-day flight training clinic for May 9-11 in Anchorage, and had arranged through FAA to bring 50 of the nation's best general aviation flight instructors north for the event. An FAA jet on a training mission provided the transportation.

### Many Instructors Attend

"The turnout exceeded all of our expectations," declared Ralph G. Nelson, AOPA Vice President for Safety and Training. "We owe much of the credit to our friends in FAA who arranged instructors' transportation from pickup points in the lower '48 to Anchorage via an agency jet," he explained.

"And we also received wonderful help from the Alaskan Region Flight Standards Division in helping to organize and promote the clinic. More than 150 students signed up for our courses; this is a record number for any city in the United States where we have conducted this clinic for the first time," Nelson added. "And we've put on 115 clinics in all."

### A Three-Year Project

For David Knapp, Registrar of the Anchorage Community College, and Richard S. Thwaites, Chief of the General Aviation Branch, FSD, the clinic was the realization of three year's work. Knapp has been trying to promote an aviation curriculum in the community college program along the lines of similar courses being offered in major universities "outside," the term Alaskans use when referring to the rest of the 50 states.

He figured that he could stimulate interest in his program among Alaskans by bringing to the 49th state some of the best "apostles of aviation"—professional flight instructors. These are pilots who have dedicated themselves to the job of raising the level of professionalism of general aviation pilots throughout the nation, and preaching the gospel of aviation safety.

Knapp felt "it would certainly help our people in Alaska to be brought up to date on some of the changes in aviation taking place in our sister states and to learn some of the latest teaching techniques."

Knapp found a sympathetic listener in Dick Thwaites when he started talking about aviation safety. Because AOPA requires a fixed base operator to sponsor a clinic, Thwaites recommended that Knapp contact one of the Anchorage operators.

Safeway Airways at Merrill Field in Anchorage agreed to serve as co-sponsor with the college.

### Set Flight Training Week

Orville A. Perley, general aviation accident prevention specialist, FSD, requested Alaska Governor Walter Hickel to declare the week of May 6-11 as "Flight Training Week" when he learned that the clinic would be coming to town. The Governor obliged and a number of events were planned to highlight aviation and its importance to all Alaskans during this period.

"Transportation was the big problem," recalls Henry (Hank) Hubbell, Chief of the Alaskan Region's Flight Standards Division. "The instructors don't make any money on these trips," explains Hubbell, "they barely make enough to cover expenses when they instruct 'outside.'"

### Seminar For The Public

Among the events arranged for "Flight Training Week" was a flying safety seminar for the general public, held in the Anchorage Municipal Auditorium where May-

or George Sullivan welcomed the instructors. More than 300 aviation enthusiasts turned out for the Wednesday evening meeting.

"Aviation Careers Day" was another attraction of the week-long observance. Many of the visiting instructors visited junior and senior high schools in the area and explained to student assemblies the wonderful opportunities that awaited all of them in aviation—especially in the "flyingest state of the Union."

Another highlight of the "Aviation Week" was the presentation of a plaque to Alaska's General Aviation "Mechanic of the Year," H. Stan Halvarson, who works on helicopters in Fairbanks. A delegation headed by Hank Hubbell traveled to Fairbanks to present the award.

### Enjoyed Perfect Weather

For the students who signed up for the courses, nature provided an added bonanza. Few pilots can recall such a protracted period of perfect flying weather in Alaska. "Pinchhitters"—neophytes who are learning to land an aircraft for the first time under simulated emergency conditions—and others with all degrees of pilot experience were able to get the maximum amount of training, thanks to exceptional flying weather which lasted throughout aviation week.

The finale to the week's activities was a banquet sponsored by Alaska's 99's, one of the participating co-sponsors along with the Alaska Airmen's Association, the Civil Air Patrol, Merrill Flight Service and the Alaskan Region of FAA.

### Seminar Real Success

"An outstanding success in every respect," was the way Ralph Nelson summed up "Aviation Week." "The cooperation that we received from FAA before and during this clinic speaks well for the fine working relationships which exist between the agency and ourselves."



Flight instructors attending the quarterly meeting of the National Association of Flight Instructors gather around a conference table in Anchorage. From left, clockwise, are: Ralph S. Hubbell, Chief of the Alaska Region's Flight Standards Division; Ralph Nelson, Arthur Cushman, Harry Riggs, Ray Lanham, Albert Passell, Fred Morgan, James Stargel, Riley McGraw and George Stathers. Stathers is Chief of the Airmen Training and Standards Branch, Flight Standards Service.



Frank Martineau (center), AOPA's Executive Director for Safety and Training, describes a flight maneuver to Orville Perley (right), FAA's general aviation accident prevention specialist in the Alaskan Region's Flight Standards Division, and Ben Fairchild of Safeway Airways.

## Alaska's Willie Cadwell Is a 'Man On the Move'

ANCHORAGE—Willie Cadwell, an FAA electronics technician here, sometimes doesn't know whether he is coming or going—and he doesn't mind admitting it.

Assigned to the RAPCON facility at Elmendorf AFB on the northeast edge of Anchorage, Cadwell spends his evenings at the Anchorage Community College.

And here's where the difficulty arises: upon entering a classroom, he has a hard time deciding on which side of the lectern he should be standing.

Some classes he attends as a student; others he conducts as an instructor. "He does a tremendous job for us," boasts Eugene F. Short, director of the college program; "He's a diligent, highly competent electronics instructor. We're proud to have him on the staff."

### Praised by Professor

Dr. Marie Doyle, Associate Professor of Psychology at the college, speaks in equally glowing praise of the same Willie Cadwell, her student. "A fine man, industrious, he's working all the time to learn as much as he can," comments Dr. Doyle.

Work at the community college has taken up many of Cadwell's evenings since the time he started teaching there in 1963. "The Airway Facilities Division had received a request from the college for instructors," recalls Cadwell, "and I applied for a position. I liked the program so much that I decided to enroll in some classes myself and work toward a degree."

If someone had asked him years ago what he wanted to be when he grew up, probably the last thing he would have thought of would be an electronics technician.

Born in Eastman, Ga., in 1934, and reared and educated in Detroit, Cadwell was the oldest of the seven children in his family. "There wasn't any money for col-

lege, so I elected to join the Air Force after graduating from high school in 1953," he remembers. "I wanted to obtain some training in architectural drafting but, to my complete dismay, I was assigned to Airborne Communications school after I had completed basic training."

Assignment to a fighter-bomber base in England followed 33 weeks of training at Scott AFB, Ill. Five years and four stripes later—he had attained the rank of staff sergeant—Cadwell was separated, got a job and enrolled evenings in the Electronics Institute of Technology in Detroit. Earlier he had earned a diploma in Electronic Engineering through a home study course. He had completely forgotten about architectural drafting by this time.

Cadwell earned his diploma from the Institute in 1960. Two years later he joined the agency and was placed on the Alaskan Region's payroll.

Presently he works at the Radar Approach Control (RAPCON) facility on Elmendorf: his job is to maintain the radar equipment used by the RAPCON controllers who direct arriving and departing air traffic operating from five airports in and around Anchorage.

Alaska has proved to be a land of opportunity for Cadwell. He has worked hard, has done well for himself, and has earned the respect of his co-workers in the Alaskan Region, and of the instructors and students at the community college.

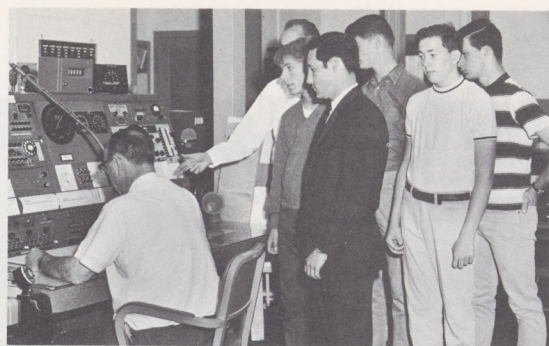
Loretta, his wife, likes Alaska too. While her husband is teaching or attending classes in the evenings, she finds plenty to do raising the girls, Cheryl Ann and Cynthia Lynn, whose ages are six and four, and son Craig, age seven.

Cadwell teaches "Fundamentals of Electronics" and "Intermediate Electronics" courses at the community college, which is affiliated with the University of Alaska.



### Studies and Teaches

Willie Cadwell, electronics technician at the Elmendorf RAPCON, chats with his instructor, Dr. Marie Doyle, Associate Professor of Psychology with the Anchorage Community College. In addition to taking all kinds of courses, Cadwell teaches electronics courses in the college.



### Aviation World

Better understanding of the world of aviation is given handicapped youngsters through a tour of the Santa Barbara FSS. Edward A. Bronstein, (in dark suit), an instructor at the school, accompanies group. FSS Specialist on duty is Orville Beck.

## Santa Barbara FSS Helps Handicapped Children

SANTA BARBARA, Calif. — Mentally and physically handicapped children are being shown broader horizons through a unique training-therapy program in which FAA has a key role.

The program introduces Devereux School children to various phases of activity, and a tour of FAA facilities at Santa Barbara Airport is a major part.

John F. Elwell, Jr., Chief of the

Santa Barbara FSS, briefs children as they make the tour. The groups are accompanied by Edward A. Bronstein, recreation counselor for the private school. Bronstein is a commercial pilot with instrument, flight instructor and ground instructor ratings, all of which he received through exams at the Santa Barbara FSS. He completed eight written exams within a six-month period.

### With Blips and Community Affairs

## Controllers Are Active in Nashua

NASHUA, N.H.—After spending the better part of a working day staring at the unblinking green eye of a radar set and handling millions of dollars worth of aircraft in flight, you would think the average air traffic controller would be content to rest.

Not so the troops at the Boston ARTCC here. The end of the working day finds them ready to charge into a variety of civic, church, sports, educational and theatrical activities in the Nashua area.

In the sports department, ATCS Leo Nangle, well-known golf tournament organizer, launched a teenage golf tourney for Nashua area youngsters last summer, assisted by Nashua Jaycees. This will be an annual event for budding "Palmers" and "Nicklauses."

Two teams of predominantly center personnel have been involved in the Nashua slow-pitch softball league, with one of the teams winning the City Championship two of the last three years. Nashua FAAers who have exhibited their diamond skills with great success are Jack Ferrie, Ed Macina, Roger Gauvin, Dick Colman and George Park.

In the hockey arena, Ron Peters, Paul Fisher and Jack Hicks have formed the Nashua Hockey Club and the Junior Hockey League. Their efforts have been so successful that the ice sport may be resumed by the high schools in the area.

On the civic side of the picture, Boston "centerites" hold several community posts in Nashua and its environs. Carl Torenson, an electronics technician, wears two hats in his town. He's not only a captain in the fire department, he's an assistant police chief as well!

Fred Bisbing is a member of the Hudson Planning Board and Willard Nadeau serves on that town's Budget Board. Alfred White, Jr., has done a little of everything with the Nashua Junior Chamber of Commerce. He has served as its secretary, program chairman and president and received the state Jaycee Governmental Affairs Award in 1966. Courtney Sargent is a member of the Nashua Jaycees and Chamber of Commerce. He was city chairman of the Heart Fund Drive one year and has been chairman of the business division of Community Chest Drives for the past three years.

Local theater groups also can claim FAA involvement on a big scale. The "Actorsingers of Nashua" has a large number of center employees on its roster, all of whom have shown to good advantage in musicals by such greats as Gilbert and Sullivan, Victor Herbert, Strauss, and Rodgers and Hammerstein.

The list goes on and on, rendering it virtually impossible to cata-

## SEAL's Heart Is Electronic Model Console

WASHINGTON—A vital factor in maintaining the highest degree of aviation safety is FAA's flight inspection of navigation aid facilities.

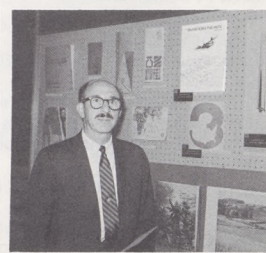
To keep the flight inspection system as modern and up to date as possible, the agency is developing new, improved airborne equipment for a system called SEAL (Signal Evaluation Airborne Laboratory). The new system will have more efficient, accurate and comprehensive radio signal measurement capability, as a result of improved receivers, display and recording methods, standardized flight procedures and a self-contained inertial positioning system.

Heart of the SEAL is a control, display, and recording console produced in a feasibility model for the Systems Research and Development Service by Airborne Instruments Laboratory.

Primary objective was to develop a utilitarian model console that would properly interface with other subsystems of SEAL and possibly be a forerunner of production models.

Description of the console is available in report No. RD-67-22, "SEAL Control, Display and Recording Console," obtainable from HQ-438.

log all of the activities in which center people participate. Nashua residents, however, are well aware of the FAAers' solid contributions to the civic and social well-being of their community.



### A Winner

Abner B. Cohen, of Information Services in Washington, Art Director of "FAA Aviation News," stands next to the Society of Federal Artists and Designers' 1968 exhibit of best government graphic art. The magazine received an Award of Excellence as a unit in visual communications.



## HORIZONS

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Robert O'Hara, (right) Chief, Honolulu Tower, presents, the "No Ka Oi" (The Best) award to Controller John Coppinger. Coppinger was first to receive the newly established award for outstanding Honolulu controllers.



## Controllers Are Not on Vacation

# ATC in Paradise

By John M. Coppinger  
Honolulu Tower

HONOLULU—Most people view the Hawaiian Islands as a place where palm trees sway in gentle breezes. To those who shiver each year through cold winters, the mid-Pacific's warm semi-tropical climate would certainly be a most pleasant change.

The islands provide just such a place. With an average annual temperature of 75 degrees, it is indeed "Paradise."

But to an air traffic controller, it is hardly a spot for semi-retirement.

At Honolulu, on the island of Oahu, he would find as much air traffic as at some mainland airports. Just as increases have been felt at all levels of aviation, so Honolulu Tower has felt the impact of activity—remote as the geographical location may make it seem.

The increase in airport operations and in general aviation, in particular, has been phenomenal. Total operations have shown an increase of 21 per cent in the past year. General aviation operations were up 31 per cent, and instrument traffic up 18 per cent.

To the air traffic controller, general aviation presents an especially increasing workload. Honolulu International Airport is the only non-military airport at which small aircraft—some 125—are based. Two flying clubs at nearby military bases increase the total of such aircraft on the Island by 12. Within the past year, two new flight schools have begun operations at the large airport, bringing to four the number of FAA-certificated schools.

The steady rise in interest in general aviation flying, coupled with the fact that Honolulu is predominantly VFR the year around, evidences the extent to which light aircraft are active in Hawaii.

### Mountains Are a Barrier

Millions of years have passed since volcanic action formed the island chain, and as she molded the mountains of Oahu, Hawaii's legendary fire goddess, Pele, could not have foreseen aviation, or more particularly, air traffic control. Beautiful as are the Waianae and Koolau mountain ranges flanking Oahu, they form a natural barrier which restricts use of the entire area north of the Honolulu Airport, except for VFR general aviation. This means that the bulk of air traffic operates and is controlled in an area 180 degrees, or due south of the Island.

Located on Oahu's south shore, Honolulu International Airport's longest runway is the 12,000-foot east-west Runway 8, on which the ILS is established. The northeast-southwest parallel runways (4-22) are 7,000 feet long and intersect Runway 8 at about the 10,000-foot mark. Most landings are made to the northeast, the direction from which the cool, prevailing tradewinds blow. To reduce landing delays during daylight hours, aircraft are permitted to land simultaneously on Runways 8 and 4R.

Hawaii's location in the Pacific Basin provides a convenient mid-point refueling location for traffic between the U. S. mainland and the Far East—especially in the case of military operations. And from the controller's standpoint, judging from the varied types of aircraft in use by the combined military services, just about everything in the air arsenal passes through Honolulu at one time or another. In addition to the transient traffic, large-scale local training is conducted, using T-33s, C-124s and F-102s, to mention a few—the latter used by the Hawaii Air National Guard, the air defense "watch-dog" of the 50th State.

Until 1954, adjacent Hickam Air Force Base, and now the Pacific headquarters of the Military Airlift Command, was a separate entity with its own control tower.

With the addition of necessary taxiways, Honolulu became a joint-use airport and Hickam was relegated to a parking area, using the closed runways.

John Rodgers Terminal at Honolulu International Airport is unique, in that it employs open-air boarding and baggage-claim areas. Atop the 10-story terminal structure is the FAA control tower. Below, in a separate structure, is a smaller tower run by State of Hawaii personnel, whose function is to provide liaison between the airlines, operators and pilots; assign gates; dispatch airport vehicles, make runway checks; monitor the airport concourse area for vehicular traffic violations; and secure the taxiways against improperly identified vehicles. Between the two towers is emblazoned the word "Aloha"—signifying hospitality and friendship the world over.

In the FAA tower the business of controlling air traffic is carried on much the same as at any other busy traffic control tower in the United States—



This quiet scene overlooks one of the busiest runways as giant palm trees ge

with possibly one difference. Inevitably now and then a bit of Hawaiian finds its way into the standard controller phraseology when Hawaii-reared ATCs are on shift.

Controllers usually give a newcomer a short course to enable him to understand that a "puka" (poo-kah) reported in the runway is a "hole"; that the pilot who reports he is "makai" (mahkigh) of the airport is "over the ocean"; that if he is "mauka" (mau-kah), he is in the direction of the mountains; and that "mahalo" (mah-hollow)—a word appreciated by all controllers—means "thank you."

Television has provided the local controller with a most valuable tool. By closed circuit, approximately 10 miles of the surrounding airspace can be viewed via a radar console in the IFR room. A TV camera is mounted above a "flat top" console, with the area from the camera lens to the face of the scope surrounded by canvas, thus eliminating unwanted light. The TV monitor has proven especially



alm trees gently sway over Honolulu International Airport.



As passengers approach Honolulu they are delighted with the aerial view of sky, ocean and island. The channel leads to famed Pearl Harbor, a place often visited by those arriving in the islands for the first time.



Television has extended the eyesight of controllers at the local position in the tower cab. Here Donald Capellas watches a TV monitor that is especially helpful at night, when visual acuity is greatly diminished and to determine spacing for landings on Runways 4 and 8.



Scanning flat top radar in the Honolulu TRACON are (clockwise from bottom): Steward McClelland, Don Cohen, Bill Weeks, Richard Price, Grant Carver, Roland Shackelford, Bob McCutchen and John Sullivan. The controller team considers the new configuration a great improvement over the previous slant-scopes.

helpful in determining spacing for landings on Runways 4 and 8.

The IFR room pinpoints the origin of most of the activity. Because of the close proximity of the Barber's Point Naval Air Station, all IFR traffic to and from that busy mid-Pacific naval activity is controlled by Honolulu.

"Phenomenal" is the only word to describe what goes on at the busy "Arrival West" scope. The controller here handles routine VFR and IFR inbounds landing at Honolulu and at Barber's Point, in addition to accommodating practice approaches to both airports. Some of the latter utilize single frequency approach procedures when executing GCAs to Barber's Point. On top of all this, a controller can expect, at almost any moment, the arrival of a flight of fighters inbound with "minimum fuel."

The consoles or "flat tops" which Honolulu uses are an integral part of the coordination necessary in such an operation. All operating positions are

spaced within three feet of each other and, while this does not add up to the controller's dream of instant coordination, this arrangement is certainly an improvement over the "slant scope" configuration.

Much of the ever-increasing aviation activity at Honolulu is due to the upsurge in general aviation and the enormous number of flights to and from Vietnam. The establishment of smaller airports to accommodate general aviation traffic will no doubt provide some relief in the congestion at Honolulu International Airport, but so long as Honolulu serves as a strategic Pacific terminal, there is no doubt that military operations will continue to have a significant bearing on the rate of its aviation activities.

In the words of Honolulu Tower Chief Robert O'Hara, who considers his controllers cool professionals in every sense of the word, "These men reflect the spirit of aloha to the aviation community in Hawaii. They do this by providing the best possible service to the flying public—and then some!"



Controllers (from front to rear) Tom Smith, Gordon Omura, John Coppinger and Robert McCutchen handle a conglomeration of fast and slow aircraft from Honolulu Tower. It's all in a day's work to sequence a supersonic fighter, a Piper trainer, a DC-8 jet airliner and a Fairchild business aircraft into two different patterns simultaneously.

# Philadelphia's 'Wurst Is Bestest' At 'Red Baron' Comic Wing-ding

By Frank J. Puglisi

PHILADELPHIA — Brotherly love comes naturally in this city, so it was not unusual for Philadelphia Tower personnel to get together recently to honor the famous German flying ace of WWI, Baron Manfred von Richthofen, on the 50th anniversary of his death.

On a beautiful VFR day, 25 of the staff met at a local hofbrau to toast the famed Red Baron with German beer. Accompanying the beer were such Old World palate pleasers as *sauerbraten*, *wiener schnitzel*, *knockwurst*, *herring and sour cream*, Prussian pickles, *liverwurst* and many more. According to observers, it was *wunderbar!*

Entertainment highlights of the evening were the presentation of World War I German-style awards

to each man present and a dance exhibition by a go-go girl. The Red Baron on his best day could not have matched her gyrations.

Some of the more colorful awards included the following:

Bill Sennett—Iron Cross 2/C, for electronics wizardry below and within the call of duty in the last SMS squadron.

Adolph Cicotosto—Iron Cross 3/C with Firecracker Cluster, for explosive duty as squadron clown and keeping the troops jumping.

Joseph Callahan—Iron Cross 1/C, for excellence as squadron camouflage expert in disappearing on the weekend for hours and not divulging location.

John Cianci and Walter Egner—Iron Crosses 3/C, for the most ingenious and amusing reasons for needing a few hours off.

Motto De Berardini—Iron Cross 2/C, for superior "dear" stalking skill (two-legged variety) without corrective lenses.

Richard Peiffer—WPWD (We Point With Disdain) Gold Eagle, for superior girl watching from the tower cab during dull traffic.

Donald Barr—Iron Cross 3/C with Earplug Cluster, for exceptional alertness in not hearing everything he should.

Thomas McGonigal—Marksmanship Crisscross Medallion with Ricochet Bullet Cluster, for exceptional hunting prowess in shooting down 26 crows, a farmer's dog and one fierce cow grazing in a meadow.

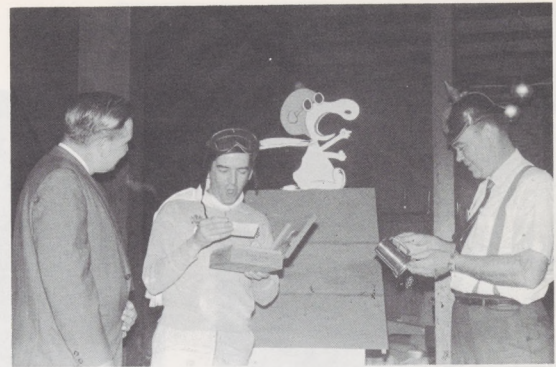
Ray Goodwin—Iron Cross 3/C with Parking Lot Key Cluster, for

directing illegally parked squadron members at the aerodrome.

Emil Hertensteiner—Iron Cross 1/C, for duty as Ober Gruppen Fuhrer of the ATCA Squadron exemplifying the humanitarian instincts of the beloved leader, Baron von Richthofen.

Jack Schetler, the man who planned the affair, received an Iron Cross Medallion and a citation which read:

"For non-mismanagement of funds collected during 26 periods; for imagination, artistic ability and thumb-tacking dexterity; for site selection and banquet arranging a go-go, this half of a double cross is presented to Herr Jack Schetler."



## Dawn Patroller

Thomas McGonigal, wearing flying cap and goggles, strikes a funny bone as he reads citation accompanying award to Philadelphia Tower Controller John Kitchen (left). Jack Schetler meanwhile gazes admiringly at beer stein also presented to Kitchen.

## After More Than 22 Years

# FAA Pilot Revisits Modern Okinawa

By William E. Ewers  
Chief, Tokyo FIG

OKINAWA — When I visited this North Pacific island recently, it was in a far different role than when I was a Navy flier stationed here in 1945. Then I was attached to a Naval patrol squadron, flying four-engine PB4Y2s.

While flying for the Navy in the Pacific during World War II, my assignments included such spots as Hawaii, Guam, Tinian, Saipan and Okinawa. On Okinawa, where I arrived four days after the invasion, my squadron was based first at Yontan Field and later, at the war's end, at Yonabaru Field on

Okinawa Island's Buckner Bay.

Our Squadron's mission was to participate in anti-shipping strikes over a wide area. At that time the island was made up chiefly of dust, mud, tents and foxholes. The standard fare was C and K rations.

In those days, the weather was often our worst enemy—particularly the unusually severe typhoon of October 1945, which wrought terrible havoc with the island and the fleet. That storm I was lucky enough to sit out—in an Okinawan concrete tomb, only too thankful to share the last resting place of a nameless Okinawan who bore no grudge against anyone.

When I revisited Okinawa recently as a member of a flight inspection crew flight checking navigation aids (having recently arrived at my post with the Tokyo Flight Inspection Group from the FAA Academy at Oklahoma City) my anticipation on seeing the Ryukyu Islands again was matched only by the impact of the vast changes that had taken place during my 22-year absence. In reminiscing on the ravages of time, I realized that by now only a bare handful of "old-timers" would recall what it had been like in the old war-time days.

Yontan Field, for example, which once handled several squad-

rons of aircraft and was a veritable whirlwind of activity, is now only a small strip used for light aircraft of the flying club at Kadena Air Base. While the runways have been repositioned and surfaced with asphalt, the old coral strip is nevertheless still in evidence. The small coral fighter strip that had once been used by the Marines, is now part of the immense Kadena Air Base—very modern, and heavy with Air Force traffic in support of operations in Southeastern Asia. Yonabaru Field no longer exists. In its place is an antenna farm and fields of luxuriant, green sugar cane.

Naha, the capital city, once reduced to complete ruin by Naval gunfire, bombing and artillery, today stands phoenix-like—a modern, bustling city with a busy airport and sea harbor. Indeed, it is difficult to associate the modern buildings, paved streets and trim lawns with the morass of mud, tents, dust, foxholes and war debris they replaced.

The last change I noted, though certainly not the least in significance, was made after spending an evening at the Kadena Officers Club. I had to admit that 22 years had brought about a really vast improvement in the chow.



## Red Baron's 50th

Sporting a World War I German officer's helmet, Herr Jack Schetler hails "heroes" John Cianci and Thomas McGonigal for earning citations honoring their "accomplishments."

## Authority Says . . .

# Mexican-American Job Rate is Low

WASHINGTON — "This nation's approximately six million Mexican-Americans—a term encompassing all Spanish-surnamed groups; descendants of Spanish explorers, Mexicans, Puerto Ricans, Spanish Americans, Central Americans, South Americans and Spanish speaking Indians—have a much higher unemployment rate than the national average," said Vincente Ximenes, Chairman of the White House Committee on Mexican-American Affairs, and a member of the Equal Opportunity Commission, when he addressed a recent

luncheon meeting at Washington Headquarters.

Attending were equal employment opportunity officers, personnel officers, and other representatives of FAA, Coast Guard and the Office of the Secretary. The meeting was sponsored by the DOT Office of Personnel and Training.

Oscar Laurel, NTSB, introduced Ximenes, who outlined the composition of the Mexican-American community, and suggested steps which the Federal Government could take to assure equal em-

ployment opportunity for the group.

Among steps which can be taken by Federal agencies to assure equal employment opportunity for Mexican-Americans are the establishment of a means of contact with existing Mexican-American organizations for employment referral and for generally improved communications with the community.

## Top Positions Available

Members of the group should be assured that top-level positions are not beyond the realm of qualified persons, and that the Government welcomes applications from all qualified applicants.

To further their pride in their Mexican-American heritage, applicants in concentrated Mexican-American communities should be required to have a knowledge of the Spanish language and of the culture of their community. Further, utilization of Spanish language communications media to advertise job openings would assure community awareness of opportunity in government.

## Must Visit Colleges

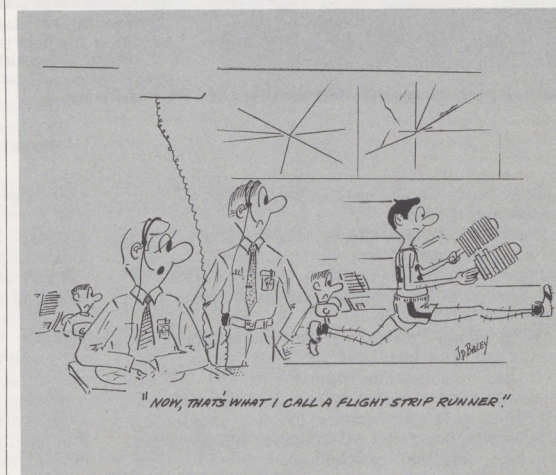
Ximenes reiterated the need for sustained efforts to visit colleges with a high Mexican-American enrollment and the need to include Mexican-American recruiters on teams in these areas.

Finally, personnel officers were urged to avail themselves of the personnel facilities of the Inter-American Committee on Mexican-American Affairs.



## Good Neighbor

Seated at the head table shortly before his address on Mexican-American job opportunities is Vincente T. Ximenes (second from right), Commissioner, Equal Opportunity Commission. Others include (left to right) Admiral James Williams, Deputy Assistant Secretary for Administration, OST; George Mahary, Director of Personnel and Training, OST; Joseph Tippets, Associate Administrator for Personnel and Training, FAA; and Harold Williams, Deputy Director, Office of Equal Employment Opportunity, OST.



James P. Bailey, who drew this cartoon, is a 25-year old controller trainee at Birmingham Tower. While a controller with the U.S. Air Force in California and in France he studied art in his leisure time. He has done considerable commercial art, and for a year had his own cartoon strip in the Huntsville, Ala., Times. He is married and has two children.

# 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 am interested in the types of jobs to which electro-mechanical technicians can advance. What actions can I take to qualify for advancement, both now and under the promised new career system?

**Answer:** The key to advancement for any employee, including electro-mechanical technicians, is to meet the qualifications for the position sought. In the case of ELMTs, the addition of further education credits in the engineering field would probably increase their opportunities. Some examples would be courses at local colleges and universities, adult education courses in the local community, directed study courses from the Academy and correspondence courses from recognized schools. Since an individual's qualifications and experience often differ, it would be well to discuss the appropriate course of action with your supervisor or a member of the personnel staff. In this way the employee could become further aware of the kind of skills in demand and the qualifications he will need. And, don't forget—if you do improve your qualifications, make sure that your supervisor and your personnel officer are aware of what you have done, and that it becomes a matter of record in your official personnel folder.

**Question:** How can a man with initiative but limited finances prepare himself for a better job?

**Answer:** The FAA Academy offers many directed study courses which are available free to all employees. These courses are described in 3010.6, Catalog of FAA Academy Courses. There are also training opportunities offered outside the agency which the agency may pay for, provided funds are available and the training is job related and of benefit to the government. Contact your Employee Development Officer in the Area Personnel Office for more specific advice and counsel.

**Question:** Could a wage board employee, promoted to the general schedule pay system have the highest previous rate applied in setting his salary? The highest previous rate was attained while on foreign assignment at an earlier date. The P&T office will not honor the previous high salary.

**Answer:** Yes, a wage board employee who is promoted to the General Schedule pay system may have his highest previous rate applied in setting his salary. An employee who served with FAA on a foreign assignment may have that

salary (excluding any cost-of-living or post differential benefits) considered in establishing pay on re-promotion at a later date. A firm yes or no regarding your particular case is not possible without all of the facts. Check with your P&T office again and ask them to explain in more detail the reasons for their determination.

**Question:** I read that any employee whose salary is less than the top of a GS-10 (\$11,467) is entitled to overtime pay instead of comp time. My present salary is \$11,461, GS-12 step one. Am I authorized to receive overtime in lieu of comp time and when does the new law become effective?

**Answer:** Yes. An employee whose rate of basic pay is at or below the maximum scheduled rate for GS-10 must be paid for overtime worked, unless he elects to receive compensatory time off. The law which made this possible (Public Law 89-504) was effective in July, 1966. Agency instructions are included in PT P 3550.11, Overtime, Night and Holiday pay.

**Question:** Although agency directives state that rights to travel and transportation allowances must be exercised within two years from the effective date of transfer; there is only a one-year limit on eligibility for excused absence granted to seek a permanent residence. Am I right on these time limits; and, if so, why is there a difference?

**Answer:** You are correct. In change of official post of duty, the agency may grant an employee excused absence, not to exceed 40 hours, to become familiar with neighborhoods, local transportation, schools, housing, etc., before moving his family. There is a one-year limit on exercising this right, based on the belief that an employee who lives in an area for as long as one year before officially moving should have become familiar with all of the facilities available.

## FAA-USCG Pact Signed in Miami



### It's Mutual

Area Manager Paul Boatman recently joined Rear Admiral Paul Prins to sign a significant Mutual Assistance Pact between FAA and the Coast Guard.

MIAMI—In keeping with the Department of Transportation's one-agency concept, Paul Boatman, Miami Area Manager, and Rear Admiral Paul Prins, Commander, USCG Seventh District, recently executed a significant mutual assistance pact.

Primary purpose of the agreement is to assure field coordination of certain vital DOT activities in the Florida area and provide for the expansion of existing plans for mutual aid in times of natural disaster or other emergency situations. Special emphasis is placed on potentially disastrous conditions that would arise should the Keys' access road to the mainland become impassable and travel by land be stopped.

Contained in the pact are provisions for aid from the Coast Guard in evacuation of personnel, movement of critical FAA equipment into the area and support in providing adequate security forces to insure protection of Federal property.

FAA responsibilities include providing communications for the Coast Guard during emergency conditions and technical assistance for repair of vital communications equipment in a disaster area when time is paramount.

## Those Medically Non-Qualified Will Be Helped

(Continued from page 1)

under the Civil Service Retirement Act. In some cases, it may be appropriate for him to make a claim for compensation benefits to the Bureau of Employees' Compensation, Department of Labor. Each of these options is explained to the affected employee.

If you do become medically non-qualified for your present position, you will be given a comprehensive booklet entitled "The Next Step." This pamphlet contains straight talk on the various alternatives opened to you.

But no pamphlet can stand by itself. Members of the personnel staffs throughout the agency stand ready to counsel on individual cases to assure that the affected employee is fully aware of his rights, opportunities and responsibilities.

## 1,100 To Be Hired

(Continued from Page 1)

provide career and job information to Federally-employed disadvantaged youth, is also a part of the summer program. Youth who participate in this program will be provided with information about jobs and will visit the work sites of most potential employers. On visits, they will have the opportunity, in a typical environment, to observe the work being performed, to see how various jobs are related, and to ask questions of value to them.

The primary objective of this program is to provide job information to those who plan to enter the work force in the near future and, therefore, assist them in making their choice. But more importantly, it emphasizes the value of education as a means for securing better paying and more rewarding jobs.

The appropriate use of recognition and awards is an integral part of the summer employment program. Recognition can increase the summer employees' awareness of how the work they are performing contributes to the advancement of the agency's mission.

Our regions, centers and Headquarters have undertaken early planning to make every effort to employ disadvantaged youth, ages 16 through 21.

## RETIREMENTS



### Central Region

Allen W. DeVoe, Employee Development Officer, Kansas City, Mo., 27 years; Helen G. Beery, Voucher Examiner, Kansas City, Mo., 24 years; William J. Patterson, ATCS, Aurora, Ill., 12 years; John A. Coughlin, Chief, FSS, South Bend, Ind., 35 years; Donald L. Devendorf, Chief, FSS, Lansing, Mich., 27 years; Wilmer Craver, ATCS, FSS, Sault Ste. Marie, Mich., 29 years; Dorothy E. Concannon, Secretary (Steno), Richards-Gebaur AFB, Mo., 10 years.

### Washington Headquarters

Walter B. Lang, Electronics Engineer, RD, 30 years.

### Western Region

Samuel L. Barr, Electronics Technician, San Francisco, Calif., 36 years; William M. Callahan, Electronics Technician, Supervisor, San Francisco, Calif., 40 years; Walter H. Garrison, Electronics Technician, Oakland, Calif., 30 years; Woodrow I. Higbee, Electronics Technician, Supervisor, Oakland, Calif., 32 years; Charles B. Kohli, Supervisory Civil Engineer, Los Angeles, Calif., 39 years; George E. Mitchell, Oper. Programs Officer, Los Angeles, Calif.,

32 years; Gerald H. Laird, Supervisor, ATC, Akron, Colo., 26 years; Margaret V. McArdle, Telecomm. Operator, San Francisco, Calif., 18 years; Benjamin Rossman, Electronics Technician, Oakland, Calif., 27 years; Hugh E. Rea, Supervisor, ATC, Red Bluff, Calif., 31 years; Elmer J. Steele, Realty Spec., Los Angeles, Calif., 22 years; John P. Waage, Supervisor, General Aviation Inspector, Sacramento, Calif., 29 years; Lenford M. Whitmore, Electronics Technician, Colorado Springs, Colo., 20 years; Milford L. Beutler, Supervisor Inspector AEDO-43, Burbank, Calif., 27 years; Richard J. Bowers, Supervisor Inspector AEDO-48, Long Beach, Calif., 27 years; Glendon C. Hall, Manufacturing Inspector, AEDO-43, Burbank, Calif., 38 years; Owen P. Halvorson, General Maintenance Mech., Seattle, Wash., 26 years; Edward S. Down, ATCS Tower, Torrance, Calif., 26 years; Leroy Pepper, Chief, FSS, Douglas, Calif., 28 years; Howard L. Henkel, Airport Engineer, Los Angeles, Calif., 32 years; Harold K. Pitney, Engineering Tech., Los Angeles, Calif., 29 years; Arthur W. Osovski, Chief, FSS, Needles, Calif., 27 years; Opal W. Morris, Personnel Asst., Los Angeles, Calif., 28 years.



### Big Family

The Guildry family smiles approvingly at Mom, named FAA Handicapped Employee of the Year at Oklahoma City. Standing behind chair are Frank, Herman, Jr., Herman, Sr., Tammy Lynn, Clarence, Janet and Labron. With Mrs. Guildry are Nolan (left), and Roberta.

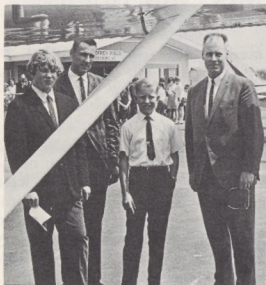
## 10,000 Visit Washington ARTCC

LEESBURG, Va. — Five-years old and growing prodigiously, the Washington Center held a two-day birthday party last month that saw more than 10,000 people accept a warm invitation to "come on down."

Big attractions at the weekend event were: guided tours through the center; an outdoor display of the latest U.S. Marine Corps and Air Force combat helicopters; an indoor scale model display of the Boeing SST, and a simulated air traffic controller team position for children. At the latter position they heard pilot-controller conversations and were then presented with Junior Air Traffic Control observer certificates.

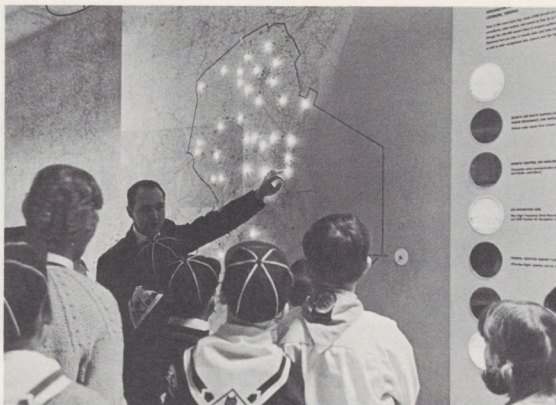
Prior to the open house, a poster drawing and essay contest was held for sixth-to-ninth grade pupils in the area. Winner and runners-up in each category were awarded a \$50 Savings Bond and a free airplane ride. At the controls for each flight were Center Chief Joseph Wilson and James Truxel of the Leesburg Flyers—a group comprised of facility personnel.

In conjunction with the observance, the Loudoun County Board of Supervisors proclaimed May 6-13 "FAA Days" in recognition of what the board called the Washington Center's "excellent



### Flying High

Poster contest winner Steve Allen (left) and essay contest winner Jim Dart are the envy of all the youngsters at Leesburg's Godfrey Airport where they prepare to go for their plane ride with Jim Truxel (second from left) and Center Chief Joseph Wilson, of the Leesburg Flyers.



### Very Hoarse Frequency

Kids and grown-ups listen with keen interest to an explanation of the Washington Center's control zone and functions by Controller Edward Bark. The FAAer and other of his co-workers talked themselves hoarse delivering this spiel during the two-day celebration.

five-year record of service to the nation, to its air travelers, and more specifically, to Loudoun County and its growth and prosperity."

Another barometer of keen local interest in the event was the hour-long broadcast by radio station WAGE in front of the center building on the first day of the open house. Interviews were broadcast with State and local officials, aviation industry representatives and center controllers.

The Leesburg facility has actually been in its present quarters since April 28, 1963. The birthday celebration was held in mid-May to coincide with the observance of National Transportation Week. Since the move, the daily traffic count has risen sharply from a 2,100 average to 4,037—an increase of 92 per cent.

How the community feels about the FAA facility and its 475 employees is best exemplified by an editorial that appeared in the Loudoun *Times Mirror* just before the open house. In part, the editorial said:

"... The highly-trained individuals who work there have blended well with the community, con-

tributing to its stature through activities ranging from service clubs to work with youth. These are professional men, engaged in one of the most strenuous, demanding occupations the modern age of technological advancement has produced, yet they have found the time and desire to become private citizens very interested in their community."



### Mike and Joe

Washington Center Chief Joseph Wilson is not one to succumb to mike fright as he is interviewed during the facility's Open House party by Bill Spencer, radio station WAGE.

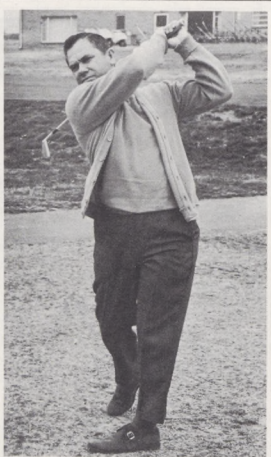
## SRDS Develops Aircraft Receiver

WASHINGTON — By modifying a standard VOR navigation receiver with an adapter module, Systems Research and Development Service has produced an engineering model aircraft navigation receiver system to be used for testing the Multilobe Precision VHF Omnitrange (PVOR) system.

The PVOR is a refined version of the standard world-wide VOR navigation aid, using multilobe techniques, which provides azimuth accuracies of at least five-fold improvement over conventional accuracy, with a potential of up to 13-to-1 improvement.

The modified airline-type receiver retains all the VOR and localizer functions required in the standard version and, in addition, is capable of receiving, processing, and displaying the additional information transmitted in a PVOR system.

Design details are described in report No. RD-67-53, "Development of Airline-Type Precision VOR Receiver System, PVOR (M)," available from HQ-438.



### One!

James T. (Ted) Fipps, air traffic control specialist at Knoxville Tower, bagged his first hole-in-one on the 175-yard par three No. 4 hole while playing the Lambert Acres course near Maryville, Tenn. Fipps made his dream shot with a #3 iron.

## RBDE Modified For Quicker Recovery Under 'Standby'

OKLAHOMA CITY—By modifying the scan converter used to convert the radar PPI display to TV-type bright display in ATC facilities, recovery time for radar bright display equipment (RBDE) can be significantly reduced when switchover to standby power occurs during failure of the primary power source.

Test results made on RBDE-4 systems at the FAA depot here, based on NAFEC analyses originally made for Systems R&D Service and developed into equipment modifications, demonstrated recovery time for the display to be improved by approximately 80 per cent.

Report No. RD-67-63, "An Investigation and Development of an RBDE-4 Quick Recovery Modification," recommends modifications necessary to type FA-7450 scan converters and is available from HQ-438.

## Had a Fire On Board

### Controller Saves 'Copter

MOBILE, Ala. — About eight minutes after Navy helicopter H-34 passed the Brookley VOR, its pilot advised Mobile approach control he was four miles from Brookley on Victor 240—there was fire in the cockpit—and he was going down!

Controller Robert McNelly, working Mobile arrival radar position and monitoring the flight, quickly advised Navy H-34 of his actual position — two-and-a-half miles west of Bates Field. McNelly asked the pilot to make a right turn and land at Bates. The pilot complied.

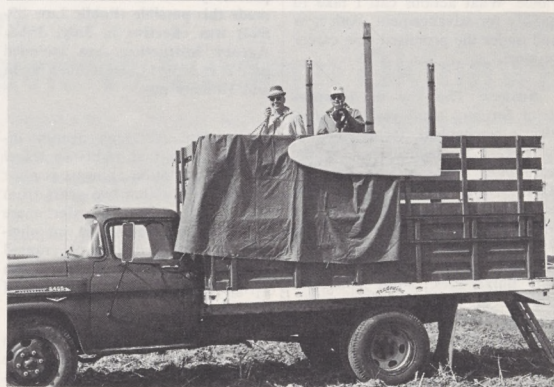
McNelly then alerted Bates Tower, arranged for dispatch of emergency equipment and an emergency clearance for the Navy

craft to land on any runway.

H-34's pilot soon advised approach control that he had Bates Field in sight and would attempt to land on Runway 14. McNelly cleared him to land and advised Bates Tower. The helicopter was soon sighted by the tower and touched down shortly thereafter on Runway 14.

Within a few minutes, the pilot advised Bates Tower that the fire had been extinguished, and that the 'copter and he were "OK."

McNelly's calm and efficient handling of this flight, no doubt, prevented the helicopter from going down more than two miles west of Bates without knowing his exact position or benefiting from the airport facilities.



### Temporary Tower

During the Triple I Farm Machinery Show at the Pratt, Kans., Municipal Airport, Controllers Gordon Steinkrauss, Wichita TRACON, and Richard A. Lutes, Hutchinson CS/T, operate a temporary tower to assist in the control of air traffic. Taking care of installation and maintenance of the equipment was Harry A. Jones, electronics technician from the Hutchinson Airway Facilities Sector.

## Two-Day AF Seminar Held By Region in Kansas City

KANSAS CITY — Central Region Airway Facilities Division recently held a two-day Plant and Structures Maintenance Engineering Seminar for airways engineers and technicians from area offices, airway facilities field offices and field maintenance parties.

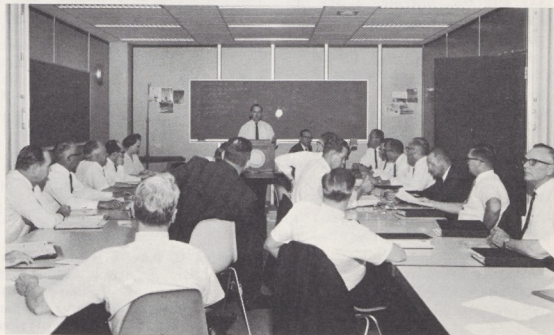
Purpose of the seminar was to discuss technical and program problems common to all three areas in the region, to develop acceptable solutions to these prob-

lems and to establish a timetable for implementing these solutions.

The program also provided an opportunity for an interchange of ideas between participants to improve methods for administering the plant and structures program at the field level.

Appearing as guest speaker was Frank Opeka, Electrical-Mechanical Branch, Systems Maintenance Service.

A future seminar was planned.



### Shirtsleeves Session

William Bilderback, mechanical engineer in the Central Region's Airway Facilities Division, addresses airways engineers and technicians from the area offices, airway facilities field offices, and field maintenance parties during a recent Plant and Structures Maintenance Engineering Seminar held in the regional office in Kansas City.