HORIZONS

'Aviation's Busy Future' Page 2

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Ninety-Nines

FAA Seattle Area Manager Robert Blanchard meets with officials of the Ninety-Nines during recent "Operation Ladybird," a flight safety clinic for women pilots. Ninety-Nines from left are: Mrs. Raymond E. Harding, vice chairman, Western Washington Chapter; Mrs. Leslie M. Potter, governor, Northwest Section and Mrs. Gordon Adderson, chairman, Western Washington Chapter.

Ninety-Nines and FAA Hold Safety Clinic

SEATTLE — There were 66 women in the room, but one FAA man did all the talking.

The 66 were Northwest women pilots taking part in "Operation Ladybird"—a special flight safety clinic for women sponsored by FAA and the Northwest Chapter of the Ninety-Nines, the International Women Pilots' Association.

The man was Robert Blanchard, Seattle Area Manager, who welcomed participants to "Operation Ladybird," and briefed them on FAA's organization and history. Robert Jones, Chief of the Seattle Area Flight Standards Branch, also participated.

"The program was designed to stimulate interest in aviation among Pacific Northwest women and provide them with information and tips to make their flying safer," Blanchard said.

Subjects covered in the three-day program included: pilot certification requirements, airport traffic areas and control zones, navigational aids, general operating rules, medical aspects of flying, VFR flight plan processing and handling, air traffic services, characteristics

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Dr. Learned Wins Highest Honor

WASHINGTON—Dr. Edmund P. Learned, former economic consultant to both the Administrator and to the Chairman of the President's Advisory Committee on the Supersonic Transport (SST) Program, today received FAA's highest honor—the Extraordinary Service Award—from General McKee.

Dr. Learned received a gold medal, lapel ribbon, and certificate citing him for his exceptional contribution to the SST program. His knowledge of economics, finance, and business was a significant factor in the analyses of the economic feasibility of the SST.

N.Y. Area Opens Semi-Automated Terminal Radar Control Facility

By Don Byers

NEW YORK—The agency's new semi-automated air traffic control radar facility, designed to serve all airports in the New York City area, has begun limited operation as of the middle of this month.

Located in Hangar 11 at Kennedy International Airport, the new facility was scheduled to take control of radar operations at Kennedy on July 15. Radar control functions at Newark Airport will be switched over in mid-August, and those at LaGuardia in mid-September.

When the relocation of all three terminal radar control operations is complete, controllers and equipment needed for handling aircraft operating under instrument flight rules (IFR) at six secondary airports and two downtown New York heliports, as well as the three major hubs, will be under one roof.

The facility brings together more operations than have ever been consolidated anywhere before. In 1967, the three separate control facilities handled over 1.3 million flight operations, and the three major hub airports handled over 11 million passengers.

Known as the Common IFR Room (CIFRR), the new facility will improve coordination in handling flights, and is expected to improve the flow of air traffic.

In addition to traditional radar scopes for display of the radar air traffic picture, the CIFRR also uses two 9 x 12 foot rear-projection large screen display systems, identical to those used in theater showings of closed-circuit TV sports events. One screen displays data from the radar system located at Kennedy Airport, and the other displays the information from the Newark radar.

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Common IFR Room

This partial view of the new semi-automated ATC radar facility at Kennedy International Airport, New York, shows a three-man console in the foreground for one of JFK's sector positions. The large screen presentations will be the primary radar displays for nine airports and two heliports in the New York area.

Two Bills Proposed

DOT Requests Funds for Airports

WASHINGTON—Secretary of Transportation Alan S. Boyd has sent Congress two proposed bills which would provide new funds for Federal assistance to airport construction and for expansion and modernization of the national airspace system.

Under one proposal, the Federal-Aid-to-Airports Program, which for more than 20 years has provided up to $75 million a year in 50-50 matching grants for airport construction, would discontinue the grants after 1970 entirely except those airports where the only certificated service is provided by subsidized air carriers.

Principal Federal assistance to airports would consist of a loan program, with an authorization ceiling of one billion dollars, intended to encourage airport expansion on a viable economic basis.

The second proposed bill was designed to generate revenues for an expanded and modernized Federal airways system by raising the tax on passengers from five to eight per cent, by imposing a new eight per cent freight tax, and by a new fuel tax scheduled for general aviation increasing to 10 cents a gallon by 1972.

The current FAA budget for the airways program, $638 million, is expected to exceed $1 billion by Fiscal Year 1973. Revenue from airway users, currently estimated at $225 million, would rise to $760 million by FY 1973 if this bill is enacted into law.

The two bills are designed to help shift the burden of paying for the national airspace system and services from the general public to the aviation community.

In sending the bills to Congress, Secretary Boyd stated that "The aviation industry has reached a new stage of maturity. The evidence is clear that Federal grant assistance is no longer required in most airports. With few exceptions, the direct users of an airport are financially capable of bearing the full costs of development in operation. Certainly the unsubsidized airlines are capable, as a regulated industry, of bearing the full costs of their operations."

Secretary Boyd pointed out that very few general aviation airports charge any landing fee at all. "The impact of a modest fee, sufficient to develop and support these airports, would be negligible in most cases," he said.

The proposed new airports bill is based on the understanding that an airport is or can be self-sustaining. Federal loans would be authorized for only those airports considered economically justifiable, but for which loans in the private market could not be obtained on reasonable terms. Federal assistance would be available for projects related to landing areas and safety facilities. The bill is based on Secretary Boyd's belief that a reasonable system of charges for aviation services should provide communities with sufficient revenue to attract private financing of needed airport development.

The only matching grant in direct aid that would still be available would go to assist airports where local service needs for air carriers justified a subsidy from the Civil Aeronautics Board. A ceiling of $100 million has been placed on these grants. There are, however, special cases where Federal finan-

(Continued on page 7)

Math Problem

Vance Oakes (right) is one of two FAA Fellows in the Government-wide Educational Program in Systematic Analysis for 1967-68. Here he discusses a problem with another student at MIT, where he studied at the Center for Advanced Engineering Study. Oakes worked at the Orlando, Fla. FIDO and is now in Flight Standards Service. The other FAA Fellow (not pictured) is Robert Waiblinger, who studied at Stanford University. Waiblinger was with the Minneapolis Area Office and is now assigned to Systems Research and Development.

The Agency Looks Ahead—to 1978!

AVIATION'S BUSY FUTURE

(Excerpts from a presentation speech before DOT executives.)

By Oscar Bakke
Associate Administrator for Plans

WASHINGTON—In the next 10 years, our present fleet of more than 100,000 active civilian aircraft will *double*. Many of the aircraft will be jets—some supersonic. There will be hundreds of vertical or short field takeoff and landing type aircraft. The small, single-engine aircraft will still outnumber all others. But, with these differences, to put the kind of air traffic expansion we are facing in perspective, let me point out that only 10 years ago, in 1958, there were fewer than 50 million aircraft passengers in the United States per year. In 1968, commercial and private aircraft will carry about 150 million persons. In the decade to come, this figure will again triple. Air passengers will soon exceed one million each day of the year.

Aircraft operations will also triple in ten years. Looking only at those airports where we have control towers — about 325 — we already log more than 50 million takeoffs or landings per year.

How are we going to handle this tremendous increase in air traffic? Obviously we cannot match the increase in air travelers with a proportionate increase in personnel. If we did so, even in air traffic alone, we would require 60,000 air traffic control specialists.

Even this would not solve the problem of diminishing space. The airport and the airspace immediately surrounding it form a kind of funnel through which all aircraft and air travelers must flow.

Small Fields Predominate

We have about 9,500 airports in this country, but the majority of these are small fields without facilities required for air carrier aircraft. We have fewer than 700 airports with runways longer than 6,000 feet—and more than 100 of those airports are in Alaska.

The larger hubs will soon be facing delays of from one to two hours during the week.

The most effective way of relieving delays at airports is to build new ones.

We are also encouraging the construction of parallel runway systems. We have learned that airports with parallel runways, preferably more than 3,000 feet, or if possible, 5,000 feet apart are able to handle landing and takeoff operations simultaneously. At some airports, the addition of a small parallel runway for light planes has proved very helpful.

Look to STOLs for Relief

Some relief, in the future, may come from the increased use of heliports and separate STOL ports with very short runways that will accommodate aircraft able to take off or land vertically or within a few hundred feet.

Another remedy under study for the relief of traffic delays at airports, is controlled scheduling. This scheduling does away with the bunching up of arrivals and departures during peak or favorite hours of the day.

Adverse weather is still a heavy contributor to airport delays.

Within the next decade, we shall have perfected the technique of all-weather landing.

Computerized autopilots are able to accomplish completely hands-off landings in our experimental program being carried on currently at Atlantic City and elsewhere by specially equipped air carriers.

As aviation moves into the mass transportation stage, in the next decade, we shall be forced to provide radical solutions to the problems of handling the hundreds of passengers who will be accommodated in a single aircraft.

For high density airports, one such solution is off-airport processing. Except for persons who are changing aircraft, the air traveler in the next decade will be able to complete the boarding process at an off-airport depot in the center of town, where he will be ticketed and will surrender his baggage.

A half dozen buses will be able to transport the same number of passengers to an airplane that would require 200 atuomobiles—thus relieving congestion on highways leading to airports and in airport parking lots.

Cargo will also be loaded on aircraft by some process of direct shipment, such as special vehicles which can be driven onto the aircraft.

The airspace surrounding airports cannot be expanded at all.

To handle more airplanes in this terminal area, we must be able to manage closer spacing of aircraft.

As a beginning, we are already extending positive control of airspace. Most of the aircraft that fly daily are not known to the air traffic control system. Other aircraft may be known, but not actually controlled. Only about one-quarter of all the thousands of aircraft in daily flight are operating under instrument flight rules (IFR).

Major Airport Traffic IFR

The agency is now considering a plan to reorganize the airspace structure so that aircraft landing at major airports are all on instrument flight plans or under control.

We are also counting on automation to increase the efficiency of our air traffic control system. Today, information regarding the movements of aircraft and weather are passed along through the ARTC center/tower system — by phone, radio and teletype—to controllers who then make decisions affecting traffic in their area. We already use computers to exchange data between centers as well as to make many calculations formerly made by controllers, such as computing the estimated time an aircraft will appear at a given point, with such factors as airspeed, wind speed and direction, etc. all considered.

We intend to install more effective computers which will analyze such information far more swiftly and read out an answer to the controller almost before the question is put to the computer. A new computer recently installed in the Cleveland Center will process over 500 flight plans per hour. In time, it will also be able to detect potentially hazardous situations and even suggest remedies.

This does not mean the controller will be replaced, but that he will be relieved, so far as possible, of making calculations which can be performed faster by machines. He will have more time to devote to monitoring the flow of traffic at the radar scope and in the tower.

We can go a step further in assisting him. At controlled airports we hope to install what we call "Computer Aided Approach Sequencing"—radar-linked computers that will schedule the flow of inbound traffic at shorter intervals than is possible when monitored by the human eye.

We also need a more precise means of informing the pilot of his location than is currently offered by our common navigation system—the VOR. By tuning in any given frequency, the pilot is able to fly to or from a VOR antenna without difficulty. The position can be calculated even more quickly if, in addition to a VOR azimuth, a reading is taken with distance measuring equipment (DME).

Position Reporting Causes Delay

Currently, the pilot has the burden of calculating his position and reporting by radio to the controller. By the time the information has been relayed, the aircraft may be 10 or 20 miles beyond the reported position.

If, however, we used a small electronic computer on board the aircraft to convert this information into digital form, the digitized data could be relayed to the ground in a fraction of a second and converted again by computer to a visual display which the controller could comprehend in literally the blinking of an eye. The digitized data could be sent on the same voice channel over which the pilot communicates with the controller, or on a VOR or other channel.

The location of the aircraft could be displayed to the controller on a large scope or on any suitable visual display—perhaps a wall screen —so that he could absorb precise information presented from several airplanes at the same time; whereas it is obviously impossible, even for a controller, to comprehend two or more voice messages being relayed simultaneously.

The airborne computer could also be used to give the pilot a visual chart presentation of his computed position, so that he would know his exact geographical location at all times and in all weather.

The area navigation system concept, now being tested at NAFEC, would allow the pilot to watch his progress on a map display from cruise altitude to the threshold.

Data from both his distance measuring equipment and his VOR receiver could enable the computer to activate a small "bug" over a plastic plate, or chart, of the area of flight. A computer could also present various audio or graphic signals to the pilot which would be shorthand indications of information vital for him to know.

One of current limitations of the VOR navigation system is that courses must be plotted on straight line paths of flight. Aircraft approaching a controlled airport, unless cleared straight in, must be given a number of vectors by controllers while executing their approach—the more aircraft in the landing area, the more complicated the approach flight path will be.

The need for voiced steering vectors could be eliminated, however, both at terminals and en route, by means of airborne computers linked to the navaids, since it would be a simple matter to store instructions in the computer appropriate to any desired flight path.

Thus, the digital computer linked to the VOR could be used both to give controllers more precise surveillance information and also to give pilots more precise navigation information. Radar surveillance would be used to back up the precision area navigation system.

Communications Can Be Saturated

We will also require a swifter communication system than we have at present. For example, it has been calculated that a pilot making a 45-minute jet ride from Washington to New York today would require voice contact with a minimum of 10 distinct air traffic controllers.

Multiply this single Washington to New York flight by 20,000 other instrument flights that we have every day throughout the nation and you begin to understand what is causing air traffic delays. The answer to a saturated communication system may lie, again, with Digitized Data replacing voice communication.

The same computer system in the aircraft utilized to digitize navigation information could be used to digitize transmissons of all types of information from the cockpit to the ground. A pilot's statement of identity, location, airspeed, etc.—which might take him several minutes to transmit by voice (once he was able to establish contact with the controller)—could be relayed in digital form in a fraction of a second, and displayed to the controller in any desirable form, including graphic or visual presentation.

Where actual voice communication between pilot and controller is desirable, the use of electronic voice switching would be used.

If the predicted traffic increase in 10 years indeed triples in terminal areas, the airspace over these areas will be virtually packed with aircraft during many hours. Such close spacing will be possible with precise air navigation and controller surveillance, and a speedier communication system.

Electronic aids for creating these new systems are already in existence and familiar to us. We have only to apply them effectively in a live environment.

We must realize that the price of this speeded up air traffic will have to be paid for by the users of the airspace system. But time has never been bought cheaply.

Along with computerized navigation and communication will come an integration of the National Airspace System. In the years ahead, we will improve the data link between air traffic control facilities so that the entire National Airspace System will operate as a single unit. There is no reason why all information relating to flight throughout the country cannot be passed from computer to computer.

With a fully integrated airspace system, air traffic control facilities would know, before our Washington-bound aircraft left Los Angeles, the exact time it would be possible to land at Washington National Airport or at Dulles or Baltimore. The airspeed of our aircraft and the length of scheduled stops would be controlled or modified en route, so that there would be no circling around in a holding pattern.

The next logical step would be to integrate surface travel with air travel in the same manner, so that the traveler in the next decade will not be streaking at supersonic speeds one moment 60,000 feet in the air, and dragging along later in a highway traffic jam.

Journeys can be planned in such a way as to involve a smooth, continuous movement from door to door.

It is to this larger goal that all of us in the agency are all committed.

Relief from burgeoning traffic's demands on existing airports may come from separate STOL ports. Using them, aircraft such as the Fairchild-Hiller "Heli-Porter" (shown above) can land or take off in a few hundred feet. Tests at NAFEC near Atlantic City will determine just how short such runways can be.

Pick Jetport Spots

This group is studying five sites in the New York metropolitan area that might be a location for the area's sorely needed fourth jet airport. Seated (left to right) are: Bert Koval, Louis Imundo, Robert Howard and Edward Forsythe. Standing are: Walter Kies, John Furlong and Jack Corliss. Sites being studied, from an air traffic standpoint only, are Solberg, Sparta and McGuire Air Force Base, all in New Jersey; Calverton, Long Island, and Bridgeport, Conn.

Dothan Dedicates Tower

DOTHAN, Ala.—"This is a day so many of us have been waiting for," commented Southern Region Director James Rogers as the temporary control tower at Dothan Airport was officially dedicated before hundreds of local citizens.

"On this 'Jet Port Day,' FAA—working closely with the Dothan-Houston County Airport Authority and U.S. Army Aviation—is able at last to dedicate this tower."

Rogers was joined by Sam Stephens, Chairman, Dothan-Houston County Airport Authority, and Col. M. H. Parsons, Assistant Commandant, Fort Rucker, in cutting a bright red ribbon, symbolizing the official opening of the new facility.

The tower—an old World War II military structure—was moved to its present location and refurbished by the city. J. Paul Scott was selected to serve as the tower's first chief. It is manned by both FAA and Army air traffic controllers. The latter work closely with agency control personnel in handling the hundreds of operations generated at nearby Fort Rucker, the Army's huge pilot training center.

During his dedication address, Rogers also praised Mayor Earl Moody; Eustace Bishop, Vice-Chairman of the Airport Authority; the Army; the airlines; and other aviation interests who had worked so diligently with FAA in establishing the control facility. He noted that air traffic had grown much faster than anticipated. Only last month, 12,311 aircraft operations were handled by the new facility, making it one of the busiest towers in its category in this part of the country.

William Langford, AFS Chief and Local Coordinator, was also commended by Director Rogers for his untiring efforts in coordinating the successful dedication day activities.

Local pride in the new facility and interest in aviation were evidenced by the huge crowds attending the colorful activities. Highlights of the day included an impressive display of OH-7 Cayuse and CH-47 Chinook helicopters, the OV-1 Mohawk aircraft and an UH1D Iroquois armed helicopter from Fort Rucker.

Official Opening

Fragments of red ribbon flutter away as James Rogers (left), Southern Region Director; Colonel M. H. Parsons, Assistant Commandant, Fort Rucker, Ala.; and Sam Stephens, Chairman, Dothan-Houston County Airport Commission, simultaneously cut the bright banner symbolizing official opening of the new control facility during Jet Port Day activities.

From Panama to OK City . . .

Regional Group Returns Home

WASHINGTON—Transfer of FAA's Regional Aviation Assistance Group (RAAG) from Panama to Oklahoma City has been announced by the Office of International Aviation Affairs.

Nine employees were involved in the transfer. Operations from the new Oklahoma City base began the end of May.

The Regional Aviation Assistance Group will continue to provide technical assistance to any of the Latin American Republics upon request. RAAG specialists will be assigned to temporary duty for periods of from 30 to 90 days.

Relocation of the RAAG in Oklahoma City will offer numerous advantages because of availability of the facilities of the Aeronautical Center. RAAG specialists will have available for their use a very complete visual aids laboratory, where they can develop training materials for use in their technical assistance work.

In addition, they will have access to training films, tapes, training aids etc., to work with which were not available in Panama. A printing and distribution section will be available also.

Another advantage is that all of the RAAG employees will have access to the various training activities of the Aeronautical Center and thus will be able to keep current in their specialties—such as electronic maintenance, air traffic control and flight standards.

Relocation of this group from Panama back to the U.S. is in keeping with a recent Presidential Directive to reduce the outflow of U.S. dollars overseas by cutting down the number of U.S. employees overseas.

The return to the U.S. represents a change in location only. The Regional Aviation Assistance Group operations will otherwise continue to be conducted in the future as they have been in the past.

Keep in Touch

Joseph Blatt, Associate Administrator for Development, presents a "pen pal" set to Norman Lindemere (left) at his recent farewell party at the Washington Naval Station Officers Club. Lindemere served from August 1963 to June 1968 as Chief of the U. K. Mission with FAA. His new post of duty will be in London as Deputy Director, Directorate of Control Operations, U. K. National Air Traffic control. He will be responsible for Planning of U. K. Airways, Centers and Terminal Areas.

Tour Boosts Boise Busload

BOISE, Idaho—It wouldn't surprise anyone if the town of Horseshoe Bend, Ida. were to organize an FAA fan club.

A busload of Horseshoe Bend youngsters arrived at Boise Airport recently prepared to board a plane for a ride promised them by the air carrier. Only there was no plane—the airline failed to bring one in because of a last-minute schedule change.

When Tower Chief Melvin Couch and his crew learned of the youngsters' predicament, they suggested a tour of the FAA facilities at Boise.

The 33 fifth and sixth graders were divided into groups. While one group visited the tower, a second toured the FSS and a third enjoyed a film showing of "Private Pilot" in the training room.

An hour later, a happy group of children and their grateful teacher left Boise for Horseshoe Bend.

Early Risers

In order to be first pilot to use the new Ponce Tower in Puerto Rico, Aldo Zenoni, Chief, ATCT, Isla Grande in San Juan, got up early to arrive over Ponce precisely at the 7 a.m. opening time. Welcoming him is Keith Rosenlund, Chief of the Ponce Tower. Both FAAers have been on the tropical island for 20 years. Located on the south coast of Puerto Rico, Ponce is known as "the Pearl of the South."

Pan Am Is Granted DAS Certificate

MIAMI—FAA has granted Pan American World Airways further authority to make major design alterations, modifications and repairs on its aircraft without having to obtain prior agency approval.

This authority, vested in a Designated Alteration Station (DAS) certificate issued by the FAA, also permits the carrier to perform its own airworthiness inspection and flight tests for these projects.

Issuance of the certificate was based on a review by FAA of all facets of Pan Am's engineering and maintenance, which were found to be equal or better than federal requirements.

Once design modifications or alterations are performed and the aircraft is returned to scheduled service, Pan Am maintenance personnel will submit substantiating reports to the FAA for review and approval.

The DAS certificate was presented in Miami to William F. Raven, Pan Am Vice President, and William E. Loucks, Pan Am Production Manager, by James G. Rogers, FAA Regional Director, Atlanta; John Vogel, FAA Chief of Engineering and Manufacturing, Atlanta; and Paul H. Boatman, FAA Area Manager, Miami.

FSS Sends 'Eats' To Fighting Men

OAKLAND, Calif. — A marine and his buddies in the jungles of Viet Nam are now enjoying appetizing supplements to their C rations, thanks to personnel of the FSS here.

The "dividends" were provided after Mrs. Lois Mason, teletype operator at the FSS, received a letter from her son, serving in Viet Nam, who wished for "something" to relieve the blandness of field rations.

When she mentioned this to coworkers, a collection of canned delicacies materialized at the FSS overnight.

The following day, two large boxes of "goodies" were dispatched by air to Viet Nam. _

Poetry for Better Pilots

FSS Offers 'Safety Tickets'

LAS VEGAS, Nev.—The stack of "free tickets" on the counter of the Flight Service Station here continues to dwindle until replenished.

When the pilot turns over the ticket, he reads this message from the FSS:

"Nothing in this life is free, Except this advice you get from me:

"Before taking off into the blue —Check your weather, file a Flight Plan, too.

"At the end of your trip be on your toes . . . Remember Flight Service and that plan to close."

The idea for the tickets was originated by Earl Turner, a specialist at the FSS. Turner's idea, submitted as an employee suggestion, was adopted locally.

Turner also suggested that similar wallet-sized cards could contain such information as local area frequencies, distances and routes.

William Sourk, FSS Chief, says the cards have helped promote good public relations with pilots.

"The cards were available during the recent International Exposition of Flight and received many favorable reactions and comments from the flying public," he said.

FAA HORIZONS

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Youth Opportunity Program

SUMMER '68

John Y. Yoshino (right), Washington, D.C., Executive Secretary DOT's Summer Youth Opportunity Campaign, compares notes with Pan American Vice President William F. Raven (center), the Miami-Metro chairman for the National Alliance of Businessmen and Nathaniel Mosby, chairman of the Resources Committee of the Summer Youth Opportunity Campaign.

WASHINGTON—In March, 1967, President Johnson established the President's Council on Youth Opportunity, stating "The promise and the future strength of the United States is in our youth.

"We must meet the needs of youth so that the formative years will equip them for a productive role in society and prepare them for the responsibilities of citizenship.

"The summer months provide an exceptional opportunity to enhance the sound growth and guidance of youth through education, employment, recreation and health services."

One of the most progressive of the government's youth programs exists right here in FAA, with approximately 1,100 young people on the staff in summer jobs. Under the auspices of the Youth Opportunity Campaign, FAA has offered meaningful summer jobs to these young people, the majority of whom come from disadvantaged backgrounds. The program embraces FAA offices from coast-to-coast and is being coordinated by the agency's Youth Opportunity Committee, chaired by Donald H. Higgins. Higgins, Office of Personnel, has been a dynamic force behind the agency's entire equal employment opportunity efforts.

The members of his committee are: Evelyn A. Masden, Airports Service; Charles F. Niles, Office of Compliance and Security; Albert S. Suddoth, Flight Standards Service; Robert F. O'Neil, Office of General Aviation Affairs; William F. Harrison, Office of Information Services; Thomas L. Jones, Logistics Service; and Thomas S. Cooper, Office of Budget.

The FAA's philosophy in providing so many jobs to disadvantaged young people is three-fold: to give them a meaningful job; to give them a sense of contributing to American life; and to give them encouragement to stay in school, and get as much training as they can for whatever field they choose. Within the FAA framework, the agency also is trying to cultivate their interest in aviation, as well as in government service.

But the program goes well beyond the day-to-day work experience. FAA shares the view of the President's Youth Opportunity Commission that the youth need more than typing, filing, and other clerical experience to feel they are carving a niche. The majority of disadvantaged employees not only have been deprived of economic stability, but of American cultural and recreational benefits.

Therefore, FAA's projects are not limited to the office environment. Throughout the country, agency supervisors are encouraging their staff members to set up visits for the summer employees to art exhibits, sporting events, cultural programs of many varieties, picnics, and other recreational activities.

Most of the FAAers, though, are concentrating on creating educational experiences for the young people right inside their own facilities. At Headquarters, the young people are provided with frequent orientation meetings with top FAA executives. A special newspaper, called "Take-Off" is prepared weekly for them by two college students (both summer employees themselves), Sue Shapiro and Jan Watts—with the workers themselves contributing stories and news items.

From time to time this summer, "FAA Horizons" will focus upon specific activities conducted in the field. The following report comes from NAFEC:

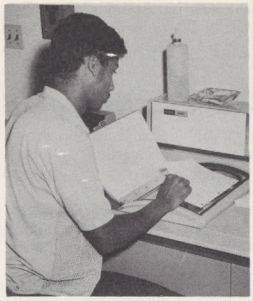
YOC In Atlantic City

This summer, NAFEC is providing 60 summer jobs—35 of which are being filled by youngsters meeting the criteria of the Youth Opportunity Campaign. With the exception of a summer counselor for the YOC employees, the rest of the positions are occupied by students who qualified from the CSC competitive summer employment examination.

Start In Right Direction

"Apart from just hiring these youngsters and contributing to their economic circumstances," explains John Collins, Career Development Branch, "NAFEC attempts to make their employment a lasting and truly beneficial experience—a real start in the right direction."

Each member of the group is welcomed and explained the meaning of what is usually his first job by Director Jack Webb. The group is briefed on all aspects of employment at NAFEC. They also are taken on a familiarization tour of the Center. This takes place during the early stages of their employment. Later, in small groups of four or five, they meet weekly with their summer counselor to discuss problems, progress and general well being.



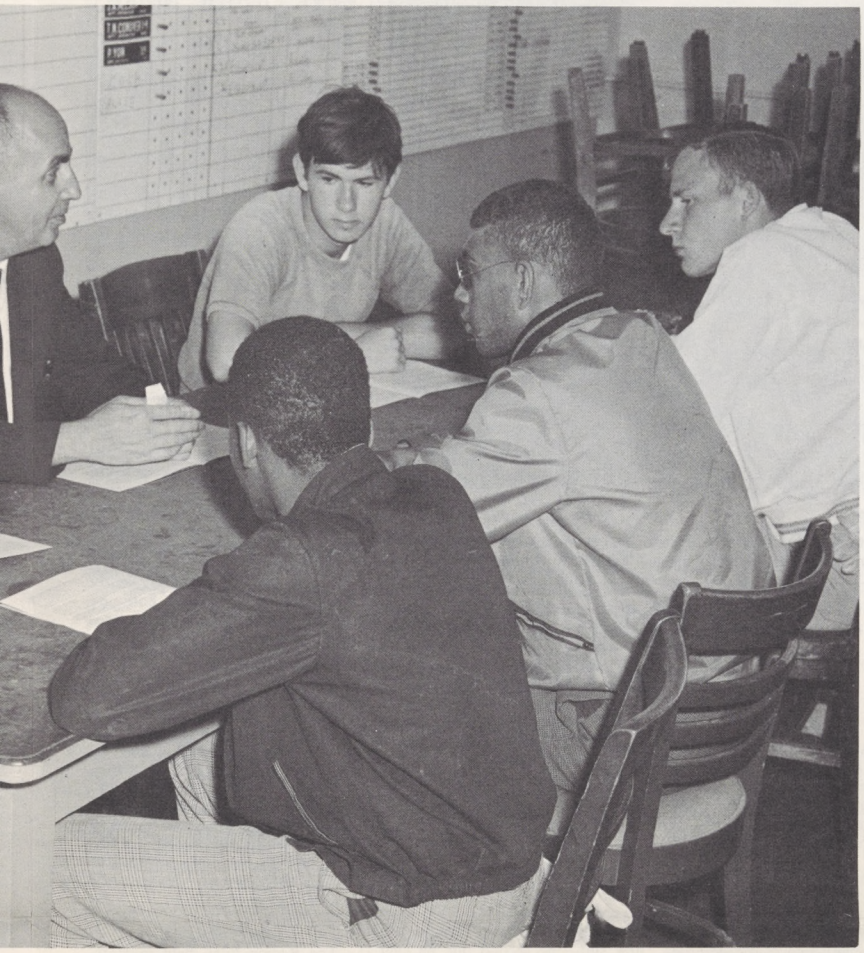
High school student Raymond Massie, of Atlantic City is spending his second summer as a technician in the NAFEC Library. Here he makes copies of information requested from the library.

Susan Alten is spending the summer as an engineering aid in the Engineering Branch, Aviation Facilities Division. She will re-enter Rensselaer Polytechnic Institute as a math major this fall.

According to Samuel Benoff, Chief of the Center's Personnel and Training Division, the youngsters are made to feel a part of the regular work force and to realize the importance of their personal contributions to the total effort. Money is naturally their primary objective. But the interest and cordiality shown by management, supervisors and fellow workers go a long way toward building incentive and making the summer job a rewarding experience.

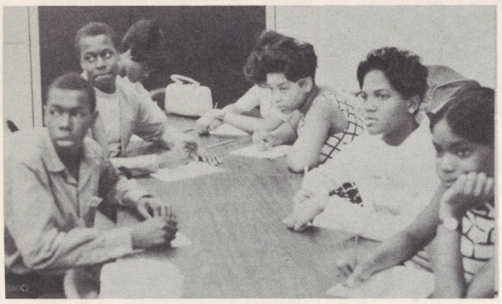
Center Supports Businessmen

One NAFEC role in the economic opportunity area is its support of the summer job program of the New



NAFEC employees who will return to high school in September meet weekly with Bernard Swartz, a guidance counselor at Atlantic City High School during the school term. The youngsters are (left to right): George Walker, Brigantine, N. J.; Swartz; Jack Hayes (back to camera), Joseph Farmer and Milford Gould, all from Pleasantville, N. J., and Joseph Creamer, Northfield, N. J. This is Creamer's second summer at NAFEC; he plans to attend college and become a teacher.

Staff members huddle to summarize results after a busy day on the streets and at the telephones in behalf of the program of the New Jersey Alliance of Businessmen. Left to right are: NAFEC's Henry Budde; Paul Marrandino, State Employment Service; Henry Yarbrough and David Friel, both of Atlantic Human Resources; and Henry Reis-El Bara, NAFEC.



YOC employees at headquarters are offered training in clerical skills, business arithmetic, grammar and other skills which will contribute to their success in the business community. Students (left to right) are: Toran Edon, James Dandy, Brenda Drake, Catherine Reed, Tanya Walker, Deborah Dorsey and Dorita Dixon.

Jersey Alliance of Businessmen. This program was initiated by Governor Richard J. Hughes, who felt that the national program covering 50 major cities would not be able to take care of some areas in New Jersey that seriously needed help, and has drawn upon the resources of Federal, State and local agencies.

Given the mission of organizing and getting a local program into operation was the Atlantic County Equal Employment Council, co-chaired since its inception last year by NAFEC Director Jack Webb. With the resort area's busy season already at the threshold, action was almost instantaneous.

Utility Provides Office

Headquarters were established in offices provided by the local gas company. The staff was composed of representatives of the State Employment Service, Atlantic Human Resources (a corporation chartered by the Office of Economic Opportunity) and NAFEC's Henry Reis-El Bara and Henry Budde. Reis-El Bara, the Center's Equal Opportunity Officer, and Budde, a training specialist, were temporarily loaned to the alliance full time to get the program underway.

"The primary objective," Reis-El Bara explained, "was to fill as many local jobs as possible with local people."

"It has long been the custom here," he explained, "to fill many summer positions from the wealth of out of town youngsters that normally flood the area to spend summer at the shore. The alliance thought it only fair that a goodly number of these positions go to local disadvantaged youngsters, and this is what we set out to arrange At the same time, we also wanted to see what could be done for the area's hard-core unemployed."

The first step was to see what was generally available in both directions. All area high schools were contacted, as were numerous businessmen, business organizations and associations, the Chamber of Commerce and various other civic-minded groups and individuals. The program was given excellent coverage by local news media.

None of the staff were newcomers to this kind of concentrated effort and to add to the progress being made, to bring as many job applicants as possible face to face with potential employers at one location, they decided to hold a Job Fair.

Hold Two-Day Job Fair

This also received wide publicity and by the time the two-day fair was held, just about two weeks after the staff went into operation, it had received from the business community pledges to provide 400 summer jobs and 265 permanent jobs for the hard-core unemployed.

While well over 600 job applicants registered at the fair, it was not as immediately successful as it might have been. Many of the businesses pledging positions were not represented. Still, the number of registered applicants being hired steadly increases each day. Employers who pledged positions but were not represented at the fair have been called again and the driving force behind the program continues.

By necessity, some of the staff's hard working members soon will be returning to their regular duties. Their special efforts were supreme but the ultimate results of those efforts will not be known for weeks to come.

Beyond the economic aspects of the Department's Youth Opportunity Campaign, NAFEC and its DOT cousin in the area, the Coast Guard Training Center in Cape May, N. J., are still working on recreational, educational and cultural programs. They are pooling their resources, but what will be provided of that which is available will depend largely on the needs and desires of community youth leaders.

Recreationally, it is pretty hard to upstage the miles of sandy beach and surf that prevail in the area, but the Coast Guard has offered the use of its ball diamonds, tennis courts, swimming pools and gymnasium. It has also offered facility tours, including tours aboard Coast Guard ships, possibly, held in conjunction with tours of NAFEC.

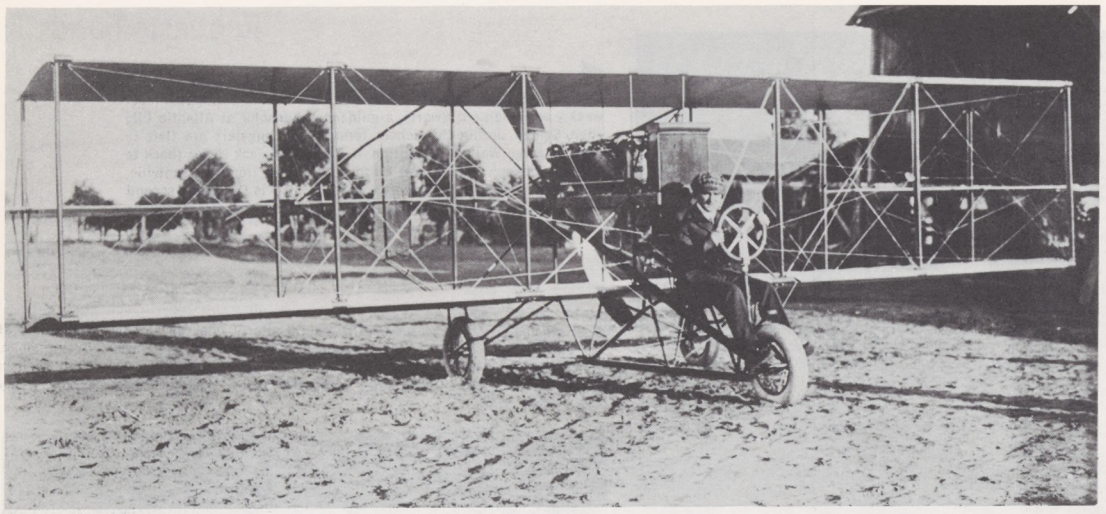
Apart from tours, which would naturally concentrate on airplanes, NAFEC has offered to conduct a six- to eight-week aviation education program and to open a model airplane workshop for the same duration. Additionally, films, literature and the NAFEC Library are available, and numerous employees have volunteered assistance as related to their various vocations and avocations.

The scope of our Youth Opportunity Campaign is essentially unlimited. It proposes that we contribute in any way we can. Officially and unofficially, circumstances throughout the Department differ. But with the proper dialogue, a little effort and a little imagination, the summer of 1968 can be the best yet for many disadvantaged youngsters throughout the country.

All of DOT is still looking for the ways and means to do more.

Recent statistics indicate that all DOT modal agencies are participating in the internal campaign to the fullest extent. Further, response from the external, or industry-oriented, portion of the program is gratifying.

DOT personnel are supplying not only on the job training, but are going out of their way to help YOCs take full advantage of all channels open to them.



Easy to Operate

Charles Rone, of Flight Standards Division in Atlanta, has unearthed perhaps the shortest flight operating manual known—for the 1912 Glen Curtiss Model D "Headless Pusher" (shown above with Lincoln Beachey at the controls). This plane is on permanent exhibit at the Smithsonian Institution in Washington.

Handbooks Weren't So Thick

Flight Standards Man Finds Briefest Manual

ATLANTA—FAA specialists, long accustomed to poring over voluminous aircraft operating manuals and handbooks will probably chuckle over the following "Operation Instructions" (quoted verbatim) for the 1912 Glen Curtiss Pusher aircraft. Unbelievable as it may seem, these were the only directions provided with the purchase of this aircraft. They were uncovered recently by Charles Rone, of Flight Standards Division here:

"1. The aeronaut should seat himself in the apparatus, and secure himself firmly to the chair by means of the strap provided. On the attendant crying "contact," the aeronaut should close the switch which supplies electrical current to the motor, thus enabling the attendant to set the same in motion.

"2. Opening the control valve of the motor, the aeronaut should at the same time firmly grasp the vertical stick or control pole which is to be found directly before the chair. The power from the motor will cause the device to roll gently forward, and the areonaut should govern its direction of motion by use of the rudder bars.

"3. When the mechanism is facing into the wind, the aeronaut should open the control valve of the motor to its fullest extent, at the same time pulling the control pole gently toward his (the aeronaut's) middle anatomy.

"4. When sufficient speed has been attained, the device will leave the ground and assume the position of areonautical ascent.

"5. Should the aeronaut decide to return to *terra firma,* he should close the control valve of the motor. This will cause the apparatus to assume what is known as the gliding position, except in the case of those flying machines which are inherently unstable. These latter will assume the position known as involuntary spin and will return to the earth without further action on the part of the aeronaut.

"6. On approaching closely to the chosen field or terrain, the aeronaut should move the control pole gently toward himself, thus causing the mechanism to alight more or less gently on *terra firma.*"

C&S Staff 'Goes to Bat' To Help Watts Negroes

By Cliff Cernick

LOS ANGELES—The full-page ad in the *Los Angeles Times* showed a smiling, well-dressed Negro youth. In large type above the photo was this message: BILLY TOWLES JUST BOUGHT A NEW SUIT. (THE LAST ONE HE PICKED OUT COST HIM SIX MONTHS.)

The ad, placed by an organization called the Green Power Foundation, sought support for work being carried on in behalf of disadvantaged Negroes in the Watts area. One of the organization's projects is a factory which turns out baseball bats known as "Watts Wallopers."

Donors Receive Plaques

Those who donate to the humanitarian cause receive half a baseball bat, mounted on a plaque as a symbol of their support to the charity.

The Western Region Compliance and Security staff was among recent donors to the program.

Those who donated were James Yohe, Joe Alvarez, Richard Robey, Walter Lang and Don Myers.

Green Power works with convicted criminals, former narcotics users, and the unskilled. The youth pictured in the ad worked in the Green Power plant at $2 an hour, and thus was able to purchase a new suit—the second one he ever owned.

"And the cops picked him up because the last time he picked out a suit, the store was closed," a Green Power official stated in the ad. "So you go down to the station and tell the Green Power story again."

The Foundation's need for funds was brought to the attention of the Western Region's Compliance and Security Division through the *Los Angeles Times* advertisement.

EEO Orator Makes Toastmaster Group Regional Finals

By Ed Shoop

ATLANTIC CITY—Henry Reis-El Bara, NAFEC's Equal Opportunity Officer, has distinguished himself as an equal opportunity orator whose speech on human relations propelled him into the regional finals of Toastmasters International.

Although well known as a karate expert, a master parachutist and a former Army Reserve Special Forces Major now serving as an intelligence officer with the National Guard, Reis-El Bara's public speaking prowess did not come to light until he joined the NAFEC Toastmasters Club about a year ago.

Since that time he has won numerous club competitions, speaking on subjects ranging from civil rights and patriotism to the humorous complications of personal credit cards and home appliances that happen frequently to go "on strike."

During the NAFEC Club's yearly finals, Reis-El Bara won both the regular speech and the extemporaneous table-topics competitions. He chose to concentrate on the prepared speech category.

Human Relations Lag

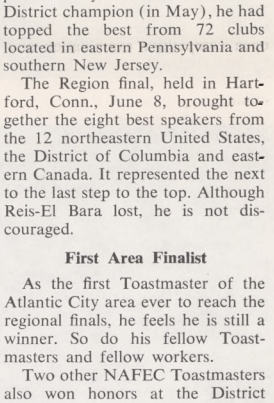
His speech, "Food for Thought," dealing with the lag in human relations as compared with advancements in medicine and science, became more highly polished. In March he became the Area champion, in April the Section champion and by the time he became District champion (in May), he had topped the best from 72 clubs located in eastern Pennsylvania and southern New Jersey.

The Region final, held in Hartford, Conn., June 8, brought together the eight best speakers from the 12 northeastern United States, the District of Columbia and eastern Canada. It represented the next to the last step to the top. Although Reis-El Bara lost, he is not discouraged.

First Area Finalist

As the first Toastmaster of the Atlantic City area ever to reach the regional finals, he feels he is still a winner. So do his fellow Toastmasters and fellow workers.

Two other NAFEC Toastmasters also won honors at the District level. Center Counsel Norman Klein placed second in the speech evaluation contest and Lt. Col. William Lewis, USAF, was named Area Governor.



Winning Speaker

Henry Reis-El Bara, equal opportunity officer at NAFEC, poses in his office with some of the trophies he has won as a member of the NAFEC Toastmasters Club.

Where Flying Isn't Easy . . .

Alaska's Elderly Planes Go, Go, Go

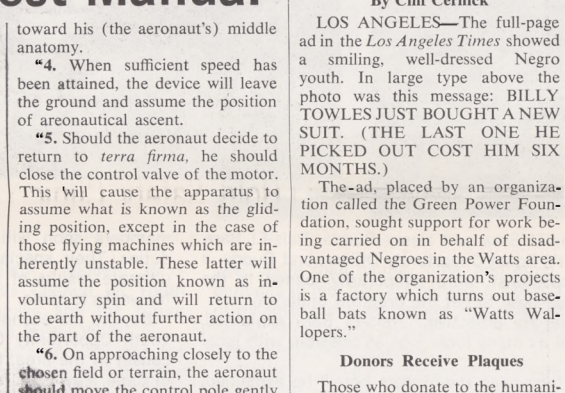
ANCHORAGE—Personnel of the Aircraft Maintenance Base of the Alaskan Region's Flight Standards Division have been recognized for achieving the "lowest aircraft out of service time" in the agency for fiscal year '67.

Henry Hubbell, FSD Chief in Alaska, presented an "Outstanding Achievement Award" certificate to the facility for its accomplishments. Among the honorariums presented to all personnel were individual certificates and $25 cash awards in a special ceremony at the Anchorage International.

"This isn't the easiest place in the world to maintain airplanes," stated Maurice (Doc) Powell, supervisor of the maintenance base. "Winters that last eight months, and a total lack of maintenance facilities at our field stations place a heavy responsibility on our mechanics in Anchorage. Our birds are getting old, too," Powell says.

The Alaskan Region's fleet is made up of elderly DC-3s, a DC-4, and a C-123—the latter the only one of its type carrying civilian registry in the United States. "We have none of those fancy new birds as they have in the other Regions," he adds.

The aircraft-out-of-service picture has been showing steady improvement over the past four years, reports Hubbell. "Aging aircraft and lengthened times between overhauls at Oklahoma City add to the maintenance burden. Our DC-3s now fly 4,000 hours between overhaul inspections," Hubbell boasts.



Lowest Down Time

Vernon Enberg, aircraft inspection specialist (left), examines cowl flaps on a DC-3. Looking on is Maurice (Doc) Powell, Supervisor of the Alaskan Region's Aircraft Maintenance Base, which recently was cited for having the lowest aircraft out-of-service time for fiscal year 1967.

Report Covers Nimbus II Tests

ATLANTIC CITY—How satellite-to-aircraft communications on VHF radio are affected by multipath propagation (unwanted signals reflected off the earth's surface) are discussed in a report recently issued at NAFEC.

The report follows flight tests of two airborne antennae used in the study. One was a special circularly polarized satcom antenna; the other a conventional VHF blade antenna. Signals used in the tests came from the Nimbus II weather satellite.

The report, Number NA 68-16, was prepared by Thomas Barton and Francis Jefferson.

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. 20590, will be answered. All questions should be signed, and concern only personnel and training programs, policies and procedures. What's your question?

Question: In the Direct Line column of June 10, you answered a question pertaining to part-time and intermittent employees attaining "permanent status" after two years of service. Would you please explain what is meant by "permanent status?"

Answer: The term "permanent status" is frequently used to describe "career tenure." An employee achieves "career tenure" after completing three years of substantially continuous creditable service in a career-conditional appointment. After this period of service, his appointment is converted to a career appointment. This also applies to part-time and intermittent employees, provided they received a career-conditional appointment. The word "status" is also frequently used interchangeably with the term "competitive status." A person acquires "competitive status" usually by appointment through an open competitive examination and by completing a probationary period under a career or career-conditional appointment. When a person gains "competitive status," he is eligible for reinstatement, transfer, promotion, or reassignment without competing with the general public in open competitive examination.

Question: A Sustained Superior Performance rating is awarded when an employee excels in one or more assigned duties. An Outstanding rating is more difficult to obtain; yet, there is no monetary compensation or certificate of merit awarded to an outstanding employee, but the Sustained Superior Performance employee is automatically given a lump sum cash award and a very beautifully inscribed certificate of merit. Why?

Answer: The "SSP" award and the "Outstanding" rating are provided for in separate laws. First, let's clarify the standards for granting an SSP: An employee's performance in all *areas* must be at an acceptable level of competence for at least the preceding six months, and he must *excel in each of the major duties* of his position, not just "one or more." An outstanding rating is given when one's performance clearly and specifically exceeds the performance requirements in *all aspects of his duties*. A cash award does not automatically accompany an Outstanding award because there are other requirements for a cash award such as length of time in position, frequency of past awards, etc. Recently, as a result of an employee suggestion, a new certificate was introduced to accompany the "Outstanding" rating.

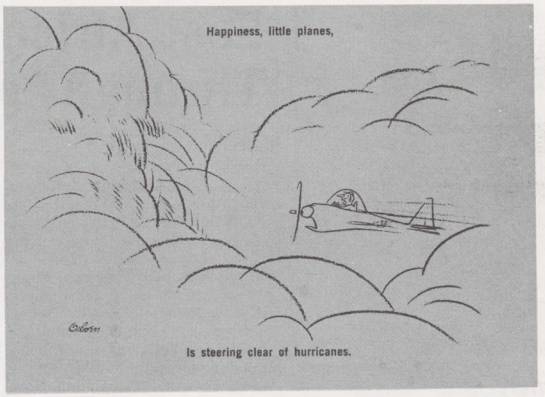
The benefits that accompany an "Outstanding" rating are not as obvious as cash, but they are important nonetheless. For example, if you hold a current "Outstanding" rating and bid on a promotion, your rating is taken into consideration by the selecting official. Another benefit of an Outstanding rating comes into play when reduction-in-force procedures are used. If you hold a current outstanding rating, you receive four extra retention points—just like having four more years of service. Also, quite often, if all criteria are met, a supervisor will recommend an SSP and a cash award to go along with the Outstanding rating. If an SSP is granted on the basis of an Outstanding rating, the cash award is more than that given for Sustained Superior Performance alone.

Question: Why is there so much difference in the per diem rates paid in the FAA as compared with other agencies? Employees of the Bureau of Indian Affairs as well as those in the Public Health Service draw $16 per day, and receipts are not required. Why does not FAA use this method?

Answer: The agency adopted its present method of paying per diem rates to accomplish the objectives of being equitable both to the individual traveler and to the Government. The per diem allowance is based on the approximate cost of lodging plus a flat amount to cover meals and other allowable travel expenses up to the present maximum of $16. For the traveler, this method provides an automatic adjustment of rates for different lodging costs, the largest single variable element in total daily subsistence costs. For the Government, it provides for the prudent use of appropriated funds. These objectives would not be accomplished as fully under a $16 flat per diem rate as they are under the per diem method used by the FAA. While it is true that a number of Government agencies authorize payment of a flat $16 per diem rate, there are others, such as the General Accounting Office, the Internal Revenue Service, the Civil Service Commission, and the Department of Agriculture, that use the "sliding scale" method.

Question: If a technician fails a "theory of operation" exam for a particular system and due to various circumstances (transfer, participation in other training, assigned more urgent duties, etc.) is unable to retake the exam until one year after this initial failure, is he treated as a final failure? As I read Handbook 3400.3, he is entitled to only one retake per year and has thereby forfeited his right to the three retakes allowed after the first failure. Is this correct?

Answer: Your interpretation is correct. However, in the event there are mitigating circumstances, such as mentioned in your letter, a request for a waiver should be forwarded to SM-1. The circumstances should be expained in detail. Every effort should be made by the technician to take the three examinations within the one-year period to avail himself of the maximum opportunity to qualify.



Safety Cartoon Contest Closes After July 31

WASHINGTON — Only one week remains for you to enter the *FAA Aviation News* cartoon idea contest and win $25. The contest closes at midnight, July 31. (See July 8 issue of *Horizons* for details.)

Your idea could save someone's life. To win, think of a common safety problem and describe—in about 50 words—how it could be made into an eye-catching cartoon. Or, if you wish, describe it in a rhymed couplet. For example, one of the many difficulties that pilots should be warned about is the havoc that hurricanes can cause. Sometimes a pilot doesn't realize that hurricanes affect weather hundreds of miles from the storm, and many who aren't instrument-rated can get caught in the adverse weather conditions which accompany hurricanes. The example (above) showing a little plane about to be gobbled up by an angry hurricane cloud demonstrates this problem.

Rush your entries to the Contest Editor IS-20, FAA Headquarters, Washington, D. C. 20590 by July 31. You could be among the dozen winners who each will get $25 for submitting one of the best entries.

General Briefing

Looking over the shoulders of two air traffic controllers at the New York ARTCC during a familiarization visit there is Major General Joseph Dickman, Commander, Eastern NORAD Region. Explaining how it's all done is Center Chief James Boyle and George Gary (left), Director, Eastern Region.

Lady Pilots/FAA Hold Safety Clinic

(Continued from page 1)

and performance of general aviation aircraft, flight maneuvers, search and rescue and processing of violations.

Upon completion of the course, the ladies were awarded "Operation Ladybird" certificates.

"Many favorable comments were received from the ladies, and some offered candid and welcome suggestions for improvement," Blanchard said. "The Seattle Area Office plans to extend this type of seminar to other major locations within the Area."

The three-hour clinics were scheduled for three successive evenings to accommodate the working women.

Flying Fellowship

Terry Holm (left), aerobatic wing-walker, presents the "Dr. Beede Memorial Flying Fellowship Award" to Arthur Cazares, FAA air traffic representative, Castle AFB at the annual Merced, Calif. Antique Fly-in Awards Banquet recently. Cazares was recognized for his outstanding and sustained contribution to community aviation activities.

Requests Funds

(Continued from page 1)

cial assistance would still be required, and the proposed bill would make this possible.

The proposed bill on airway user charges contains the following provisions: (1) Increase the passenger ticket tax from five to eight per cent, and impose a new tax of eight per cent on air freight; (2) Relieve the air carriers of all taxes on aviation fuel; (3) Gradually increase the taxes on gasoline and impose new taxes on jet fuels used by noncommercial aircraft so that by 1972 taxes on all fuels would amount to 10 cents per gallon.'

These taxes are required, in the words of President Johnson, because "the rapid growth of commercial and private flying is creating demands for substantial expansion and improvements in the nation's air traffic control system. System improvement will require large additional outlays of Federal funds for investment and operations. Those who will 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."

N.Y. Area Opens Radar Facility

(Continued from page 1)

By the Spring of 1969, when the automated data processing equipment in the facility is fully operational, the displays will provide controllers with greatly improved flight information.

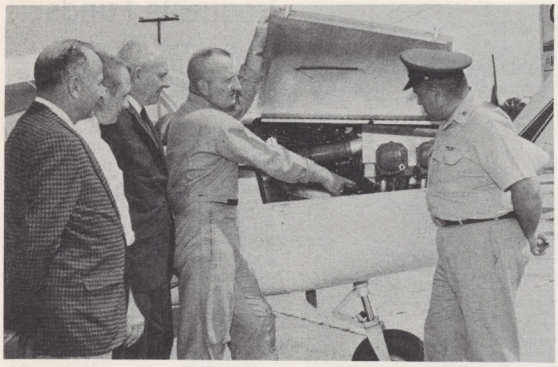
Aircraft targets or "blips" on radar displays will be "tagged" with alpha-numeric flight information blocks that follow the blips. The automated data processing equipment in the new CIFRR also makes possible automatic display of aircraft altitude for appropriately equipped aircraft.

The automatic data processing equipment in the Common IFR Room will also improve the flow of flight information from the New York Air Route Traffic Control Center, located at Islip, Long Island. Initial flight plans and flight plan changes will be fed directly from the Center computer to the CIFRR computer, which will then route them to teletype-like printers and to alpha-numerics data "blocks" on the radar displays, at the time they are needed.

The greatest immediate benefit from the CIFRR, according to Robert Martin, Chief of Operations and Procedures Division of the FAA's Air Traffic Service, is more flexibility in the use of the airspace.

With the three separate control facilities, Martin says, "we had a problem with inflexible and rather large buffer zones between the airspace assigned to each tower. Coordination by telephone between facilities was relatively slow, and both airspace and time were wasted.

"When the facilities are combined at Kennedy," Martin says, "controllers working one of the two major control areas (Kennedy-LaGuardia and Newark-Teterboro) can almost reach out and touch controllers working the other. The buffers and boundaries can be shifted almost instantaneously, when necessary."



Flight Safety

Discussing potential trouble areas in aircraft engine maintenance are local FAA, Air Force and airport representatives who sponsored the recent successful Pilot Safety Forum at Sarasota-Bradenton Airport. From left to right are: John McGinn, ACS, Tampa Tower; Dr. John Carlson, local AME; Tom Mobley, GADO, St. Petersburg; Ronald Billib, ATCS, Sarasota Tower, and Major R. I. Morrison, USAF.

Sunday Pilots Forego Air For Ground Safety Forum

SARASOTA, Fla.—Officials of FAA, Air Force and Sarasota-Bradenton Airport combined forces recently to entice local pilots to forego a Sunday afternoon of flying and update themselves on the latest in aviation safety.

Leading the session was Ronald Billib, controller, Sarasota Tower. A licensed pilot, Billib gave detailed explanations of local traffic pattern procedures.

Tom Mobley, St. Petersburg GADO, was next with a review of recent accident statistics and the nature, cause and effect of accidents.

Radar services available to general aviation pilots in the Tampa Bay Area were explained by John McGinn, a controller in the Tampa Tower. Major R. I. Morrison, USAF, joined the briefing session with a talk on the effects of high-altitude flight and the proper use of oxygen.

Major Morrison was followed on the program by Dr. John Carlson who presented a dramatic review of the dangers of drugs and alcohol in the flight environment.

Rounding out the program was Airport Manager Dick Wolf, who explained the new lighting aids available to pilots at Sarasota-Bradenton.

East Africans Become 'Pro Pilots' Through Agency-Designed Training

By Gerrie Cook

DAYTONA BEACH, Fla.—In a special graduation ceremony this month at Embry-Riddle Aeronautical Institute, Miami Area Manager Paul Boatman congratulated two newly certificated East African pilots—Edward Kisitu-Mivule and Joseph Roy, both citizens of Uganda—describing their achievements as a "milestone in aviation."

Normally, pilots completing the Institute's FAA-approved pilot training program would not be given any special recognition. However, the two young men arrived here only a year ago from Uganda, an African nation near Lake Victoria. They are the first graduates out of a group of 20 students from three African nations (Uganda, Tanzania and Kenya) which form the East African Alliance. Their training was negotiated by FAA's Office of International Aviation and the State Department, in cooperation with the African Alliance. Funds were granted under U. S. foreign aid programs.

Had Never Driven Car

During the ceremony, Kisitu-Mivule revealed that he had never operated a motor-driven machine of any description before coming to Daytona Beach for his pilot training. Roy had had only about 10 hours flying time before his arrival in the States.

Jack Hunt, Embry-Riddle President, said "I feel this is an amazing accomplishment," he said. "They have come as strangers to a land with a completely new culture, a new language and a system of learning as foreign to them as it would be for an American to go to Africa to study."

Boatman, the featured speaker, told the young men, "You are just beginning a long and rewarding career in aviation which will demand continuous study, dedication and lots of hard work."

The special program is intended to train East Africans to eventually replace all foreign pilots working for East African Airways, the national airline of the three-nation alliance.

Contract Awarded

FAA designed their curriculum and Embry-Riddle was awarded the contract. Completion of the FAA-approved course requires about 270 hours of flying time in Piper, Beechcraft and DC-3 aircraft. Private, commercial, instrument and multi-engine ratings are earned by those who fulfill the requirements.

The entire program has been coordinated by Ernie Werner, FAA's International Liaison Officer, Miami Area Office. Werner also introduced the East Africans into the social and cultural aspects of American life. Inspectors from St. Petersburg GADO helped guide the new pilots through all stages of their training, and closely monitored their flight operations. Air traffic controllers at nearby Daytona Beach Tower also played an important role in their training of the East Africans.

Shortly after the graduation ceremony, Area Manager Boatman received a letter from Jack Hunt, in which he stated, ". . . I was very glad that you had an opportunity to see Embry-Riddle Campus, present and future, because it has been largely through the efforts, suggestions and cooperation from you and your FAA associates that the 'University of the Air' is becoming a reality. You can begin to appreciate the magnitude of this whole project when you realize that within five years, Embry-Riddle will be the second largest private college in Florida —second only to the University of Miami. Knowing that and seeing all these fine young people coming along somehow seems to make it all worthwhile. . . ."

FAA-Approved Training

Newly certificated pilots from East Africa hold graduation diplomas upon completion of agency-approved training at Daytona Beach (left to right): Paul Boatman, FAA Area Manager; Edward Kisitu-Mivule, Uganda; Jack Hunt, President of Embry-Riddle Institute, and Joseph Roy, Uganda.

FAA Indian Dances Way to Europe

SEATTLE — Eighteen-year-old Lilly Kauffman—known in Nez Perce tribal circles as "Cherry Eyes"—is a lovely and dedicated representative of her proud but dwindling race.

Until lately, Lilly was an FAA back-to-school employee of the Seattle Area Office.

Then wonderful things began to happen, after she entered the Women's Indian National War Dance competition held at the Seattle Center. She won, beating contestants representing Indian tribes from throughout the nation.

As a result, "Cherry Eyes" was invited to join a folk dance group touring Europe. The group felt that since Europeans are fascinated by American Indians, a beautiful Indian dancer would add a fitting highlight to their repertoire.

On June 14, Lilly and the dance group traveled to Montreal, then left for Amsterdam. They are now on an itinerary that will take them to Germany, Switzerland, Yugoslavia, Bulgaria, Greece, Turkey, France and possibly England. Return to the U.S. is scheduled for mid-September.

"I have studied my American Indian heritage for the past three years," Lilly said. "In that time, I learned a great deal about our ancient songs and dances—making me even prouder of my people."

In her senior year at Cleveland High School in Seattle, Lilly was prominent in school activities. She was co-chairman of the Senior Prom and on the Girl's Club Senior Cabinet. She also is a member of the American Indian Youth Activities Club and taught Indian dancing. Recently the South District Lions Club of Seattle named Lilly "Girl of the Month" for May.

Upon her return from Europe, Lilly plans to attend Seattle University, where she will major in education.

Meanwhile, her twinkling toes will tread in tempo across Europe.

At Work and Play

As a Seattle Area Office employee, Lilly Kauffman displays "Girl of the Month Award" presented to her by a Seattle Lions Club. At right, as a member of the Nez Perce tribe, she now is touring Europe with a dance group.

Oceanic Maneuvering SOP Tested at NAFEC

MONTEREY, Calif. — A new maneuvering standard operating procedure (SOP) for pilots to use to avoid conflicting air traffic when flying over the North Atlantic a few years from now has proved to be effective in flight tests, FAA Engineer Nathaniel Braverman said here recently.

Speaking at the annual meeting of the Institute of Navigation, Braverman said flight tests of the SOP he devised confirm favorable tests made earlier in simulation. Both tests took place at NAFEC.

The tests were conducted to answer an urgent need to increase the capacity of routes over the North Atlantic, where there is no ground radar for air traffic control.

The SOP is used with an airborne warning system not yet in production which alerts pilots at a 60-mile distance and then displays continuous distance readings of the other plane. It also requires radio communications on a common channel between conflicting planes.

According to Braverman, the SOP which the agency has under experimental consideration will effectively cover all types of trans-oceanic encounters and is easy for pilots to learn to use.

Principles of GS Pay Adjustments Clarified

WASHINGTON — On July 14, General Schedule (GS) employees in FAA received the second of the three pay adjustments authorized by the Federal Salary Act of 1967. The first adjustment was effective October 8 of that year; the third will be in July 1969.

The 1967 legislation was enacted by Congress to bring Federal salaries in line with those for similar jobs in private enterprise, as provided in the Federal Salary Reform Act of 1962. The President authorized the recent pay increase based on the 1967 annual survey of rates paid by private employers. The Bureau of Labor Statistics, Department of Labor, conducted the survey.

The 1968 GS rates were adjusted by an amount equal to one-half of the amount by which such rates were exceeded by pay rates in private enterprise for the same level of work, or by three percent—whichever was greater. The third adjustment, effective in July 1969, is to be authorized by the President. At that time salaries are to be adjusted so that they will be as equal as possible to the rates paid by private industry for similar work and responsibility. The rates authorized in 1969 will be determined on the basis of the 1968 survey conducted by the Bureau of Labor Statistics.

The Federal Salary Act of 1967 provides that no rate can be increased to an amount in excess of the salary rate for Level V of the Executive Salary Schedule. Currently, the salary for Level V is $28,000. Consequently, employees in certain steps of GS-16 and GS-17, and employees in GS-18 have not received the full amount of the increase called for by the July 1968 GS pay schedule.

The President has recently appointed a commission to review Federal executive salaries. The commission's report could be the basis for congressional action. If the Executive Salary Schedule were to be increased, then raises for certain "supergrade" GS employees who are now limited to $28,000, could become effective.