



Jousters

Above, controllers in canoe at left and technicians in another close in on each other during the annual canoe jousting and water skiing clambake at Delta Lake, N. Y. The participants are from the Utica, N. Y. Tower and FSS and Griffiss RAPCON, at Rome, N. Y. At left, victorious technicians lend a hand to temporarily vanquished controllers.



1,000 Employees and Dignitaries Honor McKee at Retirement Party

By David Hess

WASHINGTON—General William F. McKee, USAF (Ret.), said farewell to the more than 1,000 fellow employees, Congressmen, friends and representatives of industry and the aviation community attending his retirement party at Washington Hilton Hotel on July 26, five days before stepping out as



Well Done

President Lyndon Johnson told General William McKee that, after nearly 40 years of service to his country, he will be deeply missed. The President also stated to the now retired FAA Administrator, "You will be affectionately remembered by your Federal colleagues..."

FAA Administrator. President Lyndon B. Johnson was among the many who expressed appreciation for General McKee's effective leadership during the three years and one month that he served as FAA Administrator.

"In nearly four decades of devoted service to the public trust, you have earned the fullness of a grateful nation's pride," the President wrote in a letter read at the retirement dinner. "You will be deeply missed, but affectionately remembered by your Federal colleagues and fellow countrymen."

General McKee's service with the FAA rounded out a career of more than 39 years of public service. After graduating from West Point in 1929, he served with the Coast Artillery Corps of the Regular Army. When he retired from the military in August 1964, General McKee held the rank of four-star general and was serving as Vice Chief of Staff of the U. S. Air Force. He also served as Assistant Administrator for Management Development of the National Aeronautics and Space Administration (NASA) for about 10 months after his military retirement, until he was appointed FAA Administrator.

He received many congratulatory messages from friends and high officials throughout the nation, but the highlight of the evening came when he was presented two awards for his recent service with FAA.

Secretary of Transportation Alan Boyd presented General McKee with the Department's first award for outstanding achievement for "constructive advice . . . in both creating the new Department of Transportation and providing a working environment within the Department which enables the nation to better attain the common objectives of America's far-reaching and multi-faced transportation network."

Acting FAA Administrator David D. Thomas, who has served as (Continued on page 7)

Centers Move to Avert Losing Communications

By Don Byers

HOUSTON—With the recent completion of telephone line construction here, 21 Air Route Traffic Control Centers on the mainland have gained protection against total loss of communications.

The improvement program, under the watchful and concerned eye of the Communications Staff of the Air Traffic Service, began several years ago after a truck careened off a highway and came to rest in flames against a telephone pole carrying lines serving one of the centers. The center was put out of action for more than two hours, while telephone company crews laid a cable around the still-burning truck. Fortunately, the weather was good and aircraft delays were held to a minimum.

Since then, negotiations with the telephone companies have resulted in construction of alternate or diversified cable routes to serve

the centers. Circuits serving centers are either separated into two routes on a 50-50 basis, minimizing chances of total failure, or they are fully duplicated. Center circuits carry all vital weather reports, flight information and communications with aircraft essential to a center's work. Until the communications diversity program was completed, the lines were almost all single cables, or overhead wire systems.

In a few instances, there were microwave links where the terrain was really a challenge to standard line construction techniques, yet virtually all centers were provided with only one communications path. Communications Staff records show that for every thousand hours' operation, telephone circuits out of service average less than two hours.

This is 99.8 per cent reliability—good, but not good enough when you're controlling airplanes today.

Underground cables, pole lines

and microwave systems all have natural and unnatural enemies. These include floods, torrential rains, earthquakes, ditch-diggers and bulldozers. Aerial cables are struck by lightning and poles are knocked down by speeding vehicles. Disappointed hunters have been known to empty their rifles into the lead-sheathed cables.

Microwave towers are downed by tornadoes and hurricanes and there is constant danger from human error. Wiring diagrams are misread and screwdrivers are dropped across circuits. Every day, new trouble sources appear.

Loss of even a few circuits under critical conditions could have serious consequences. Between Washington and New York Centers, for

(Continued on page 7)

Controller Signs For Large Bond

FORT WORTH—Charles H. Jenkins, a controller at the Center here, said he wanted results when he signed a bond allotment in the annual bond drive.

He asked for the largest denomination available, because his savings plan has to show real results when he receives his bond.

It will—in the form of a \$10,000 bond—when he finally receives it a little more than four years after his first allotment. But it wasn't easy.

First, the pay office had to check to determine if that size could be handled. Happily, the Automatic Data Processing unit reported the machines were "very cooperative" on such matters.

All Jenkins has to do is wait until 1972, when the final installment of the approximately \$7500 is paid on his \$10,000 investment.

McKee Presents Medals to Leaders

By Sue Silverman

WASHINGTON—Seven high-ranking FAA executives recently joined an elite agency group whose all-time membership numbers were about three dozen.

On the eve of General McKee's departure, the former Administrator presented the agency's Meritorious Service Award—given during the past several years for valor, heroism, and extraordinary leadership—to Charles O. Cary, Assistant Administrator for International Aviation Affairs; Chester Bowers, Director of Airports Service; Thomas Jaenicke, Chief of the Executive and Military Personnel Staff; Dr. Peter V. Siegel, Federal Air Surgeon; Edward W. Stimpson, Assistant Administrator for Congressional Liaison; Charles G. War-

nick, Director of Information Services; and William V. Vitale, Executive Secretary to the Administrator.

As a surprise to the honorees, key members of their respective staffs had been invited by the Administrator's office to attend the ceremonies. Approximately 100 were on hand to join in the tribute to their bosses.

The occasion started off somewhat solemnly, as befits honors of such high degree, but General McKee himself ultimately punctured the seriousness with a deft one-liner. In pinning the silver medal on Ed Stimpson's lapel, he lauded the Congressional Liaison chief for his tireless efforts on Capitol Hill and continued the praise in thoughtful tones. Then, as Stimpson walked away with his citation, the Administrator dead-panned, "And the

award will really be deserved if he gets the rest of that money through."

Relaxed Air At Ceremony

That remark lightened the entire ceremony, bringing forth good-humored repartee between the Administrator and the award recipients.

Charles Cary, the International Aviation Affairs head, stood silently as the Administrator complimented him for his work in foreign aviation, and especially for helping to negotiate the treaty that recently opened the Moscow-New York air link. Then Cary looked down at his decoration and quipped, "I always wanted one . . . ever since I saw Andrei Kosygin wearing his!"

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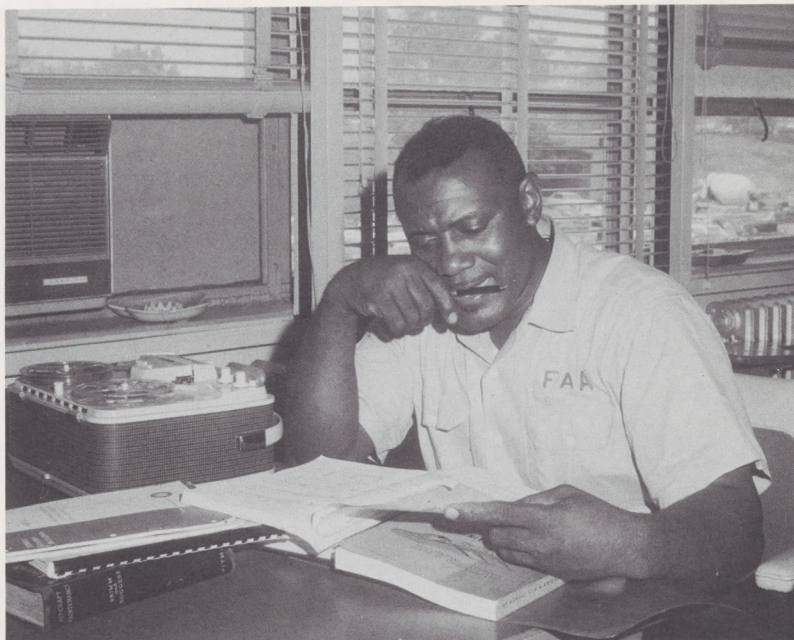
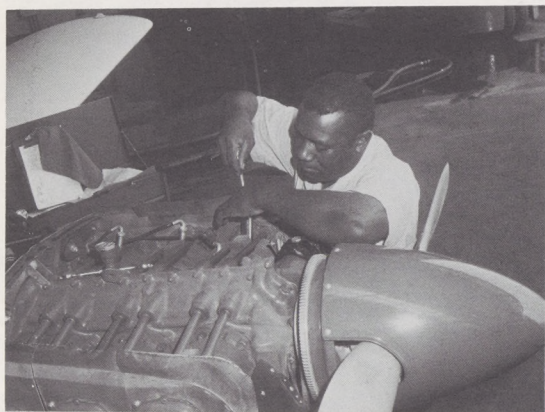
Largest Possible

Mrs. Sue Meeks, secretary to the Fort Worth Area's Assistant Manager helping in the bond sales drive at the Fort Worth Center, convinces Controller Charles H. Jenkins to think big when buying bonds. Jenkins signed up for a \$10,000 Bond.

Welding was one of several artisan skills Sam Clyburn, Jr., had to learn before getting his Airframe and Power Plant Rating recently. He also learned drafting and sheet metal work at vocational school; went to instrument and watch repair school, read GPO textbooks and completed two Directed Study Courses.



It's what's up front that counts, according to newly minted A & P mechanic Clyburn. Here he performs preventive maintenance on a Cherokee Six engine, checking spark plugs, looking for cracks in cylinders and making certain that ignition wiring is not loose.



A help in Clyburn's "Operation Bootstrap" move from laborer to aircraft mechanic was data taped by his wife. She also read the study material necessary and would leave questions about maintenance on the recorder for her husband to answer.



Here is another task Clyburn no longer has to do as part of his job, now that he has moved from laborer to skilled craftsman. Others can wash planes—he now is licensed to make sure they keep going.

Clyburn takes a nostalgic turn at the wheel of a sweeping machine which he operated as part of his former job at Hangar 6. Recently having become a certificated aircraft mechanic through study and application, he now finds his old work less challenging.



Ex-Laborer Learns New Skills . . .

'Operation Bootstrap'

WASHINGTON—It is a well-known adage that the more activities a man becomes involved with, and the more commitments he attempts to crowd into his working as well as leisure hours, the more he can accomplish.

Sam Clyburn, Jr., who joined the work force in 1954 as a laborer at the FAA maintenance hangar at Washington National Airport, is a living example of how true the maxim is.

A few weeks ago he received his FAA Airman Certificate with Airframe and Power Plant Ratings and joined the ranks of skilled craftsmen. He had "hoisted himself by his own bootstraps," as the old saw goes, into a job he likes better and that pays better.

Moving up from an unskilled laborer to a skilled craftsman is never easy. When you are approaching middle age, supporting a wife and five children and are active in civic affairs, it is even more of a challenge.

For Clyburn, this challenge started in 1958, when he began thinking about the possibility of becoming a certificated aircraft mechanic. As he studied the very complicated technical manuals on engines, propellers, carburetors, control systems, pressurization and weight and balance, there were doubts. A first encounter with the Federal Air Regulations offered no encouragement. Progress was slow, but he was determined. He studied whenever he could find the time, even worked out a routine with his wife, who would read the study material and leave questions on the tape recorder for him to write his answers.

What he couldn't comprehend he had his buddy mechanics of Hangar 6 show and explain in detail.

They acted as teachers who would test Clyburn on all the various phases of being an aircraft and engine mechanic. Soon he began figuring out equations instead of selecting solvents to wash aircraft, using special tools instead of a mop, and figuring out the correct oil for different aircraft in place of choosing floor wax for the offices.

Clyburn was always busy during his months of study. But he never once abandoned his responsibilities of supervising three aircraft attendants, serving as chauffeur for top FAA officials, or his responsibility on all scheduled VIP flights for the condition of the airplane—which brought him several certificates—six letters of commendation, a Sustained Superior Performance Award, an Outstanding Performance Award, Special Recognition for Outstanding and Meritorious Service from the Metropolitan Police Department and above all that—one special day, a card: his A&P rating.

In order for Clyburn to reach this goal, he completed the Directed Study Courses DSA-24 and DSA-25, attended Bell Vocational School for sheet metal work and welding, Letcher Vocational School for drafting, Instrument/Watch Repair School and read study reference books from GPO.

Sam Clyburn is not one to sit still—he's still a man on the go. Between his schooling and working at Hangar 6, he also serves as an Auxiliary District of Columbia Policeman. He is a Civil Defense instructor and shelter manager for his community. He aids and assists needy families by working through his church and has devoted much of his time the last three years with the FAA Youth Opportunity Campaign.

Dallas Lady Flight Specialist Wins Ninety-Nines Scholarship

DALLAS—Mrs. Hazel H. McKendrick, Dallas FSS specialist, is one of four recipients of the Amelia Earhart Memorial Scholarship for

1968-69. Each scholarship includes \$700 to assist the recipient to advance her professional aviation skill. Presentations were made during

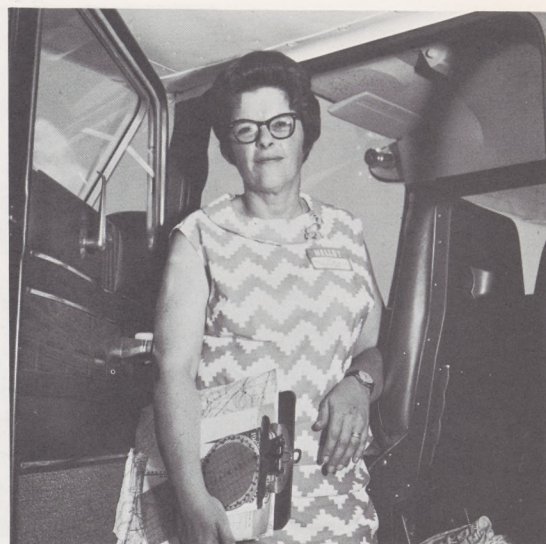
the annual meeting of the Ninety-Nines, an international organization of licensed women pilots. The scholarship fund was established by this organization in 1941 in memory of aviation pioneer Amelia Earhart, who was the group's first president.

A pilot since 1944, Mrs. McKendrick holds commercial single engine land, helicopter and instrument ratings. She has been at the Dallas FSS since 1945, shortly after she went to work for the old CAA.

She will use her scholarship to train for flight instructor and instrument flight instructor ratings.

Mrs. McKendrick has worked closely with aviation groups in various phases of aviation education. She has competed in four Powder Puff Derbies and numerous local air races.

Currently she is attending night classes at North Texas State University, where she is working toward a master's degree in guidance and counseling.



A Winner

Mrs. Hazel McKendrick, Dallas FSS specialist, is \$700 richer as recipient of an Amelia Earhart Memorial Scholarship from the Ninety-Nines women pilots group. She will study for advanced ratings.

Contract Let to Study Designing Quieter Jets

CINCINNATI—FAA has awarded a \$599,987 contract to the Flight Propulsion Division of the General Electric Co., Cincinnati, to apply toward a \$1,010,000 cost-sharing program to develop noise prediction techniques for use in designing quieter jet aircraft engines.

The two-year project will include compressor noise research, development of noise prediction and reduction techniques, and the demonstration of these noise prediction and reduction techniques on several different types and sizes of jet engines including a modern high tip speed fan vehicle.

The General Electric project is part of a concerted effort by FAA/ DOT to reduce the impact of aircraft noise on the public.

With reliable methods of predicting the amount of noise the components of a new engine de-

sign would make in actual operation, engineers can develop standards to assist them in the production of quieter jet engines for future aircraft. The project will be managed by FAA's Office of Noise Abatement.

Information obtained from the project will assist FAA in carrying out its responsibilities under recently enacted legislation empowering the agency to set noise levels in the certification of new aircraft. This approach to controlling noise, in effect, requires that manufacturers of jet engines and aircraft have methods available to predict the noise of a new engine design. With the development of improved prediction techniques, manufacturers can measure and evaluate the noise a newly designed aircraft will make before the costly process of fabricating a prototype of the airplane is undertaken.

Civil Service Opens Office for Complaints

WASHINGTON—A new office in the Civil Service Commission to handle complaints from Federal employees and the public involving the Federal personnel system is open for business.

The new CSC Complaint Office will report directly to Chairman John W. Macy, Jr., and will help employees with problems connected with the Federal personnel system and on which they believe they need assistance from the Commission. The services of the office will be available to help members of the public who need such help or have complaints about Federal personnel matters.

"The new service does not replace existing means for handling employee complaints and grievances. It is not a substitute for the regular channels open to employees," Chairman Macy said.

The Commission will continue to look to Federal agency managers to handle fairly and expeditiously any complaints from their employees, Chairman Macy emphasized. However, the new office will be a single point within the

Commission to which employees or the public may come or write for assistance on matters which they have been unable to resolve otherwise and to which employees may bring their complaints. It will also serve employees who believe their rights under the Federal personnel system have been adversely affected by agency action.

"Despite the complexity of our society and the vast undertakings in which our employees are involved, we must never lose sight of the individual and his problems," Chairman Macy said.

The new office will be one more assurance that present procedures are working adequately to provide

help and assistance to employees and in protecting their rights as members of the Government work force.

"This office is another step in the President's program to improve service to the public," Chairman Macy said.

He added that in addition to handling complaints from the public about service, the new office would welcome suggestions from the public aimed at improving Federal personnel operations.

The new office will be located in Room 1323A of the Civil Service Commission building, and the telephone number is area code 202 343-8581 in Washington.



Patch for Crews

Standing in front of the tower at Vinh Long are FAA Technicians (left to right) Ed Magney, Max Viet, Tommy Bracken and Bill Neal. The mahogany-membered tower looks out over the flat Mekong river delta. At right is a close-up of the new shoulder patch designed to be worn by FAA tower installation crews in Vietnam.

Agency to Resume FSS and ATC Personnel Training at Academy

OKLAHOMA CITY—The Agency this fall will resume initial training of air traffic controllers and flight service specialists at the FAA Academy in Oklahoma City.

Currently, newly-hired controllers and flight service specialists are trained at individual control facilities throughout the country.

Several considerations prompted the agency to return controller training to the Academy, according to Joseph H. Tippetts, Associate Administrator for Personnel and Training.

"Increased air traffic and increased staffing authorized by Congress" Tippetts said, "require us to implement the most efficient and accelerated training program possible. Many centers and towers now doing the training have inadequate space and equipment and too few instructors to do the job.

It has become essential that all basic operational training be standardized. We expect to reduce the time from recruitment to operational capability substantially, while we improve our controller screening."

The first controller class at the Academy since 1962 will begin November 19, with about 20 trainees in each of the three options: tower, en route center, and flight service station.

All trainees will receive an identical two-week indoctrination in the FAA and its air traffic responsibilities. Following this, center and tower trainees will get 10 more weeks of instruction before being sent to traffic control facilities for additional on-the-job training. Flight service station specialists will receive 15 weeks of academy training and are expected to be ready

to assume full operational duties when they reach the stations.

A "student-centered" philosophy is at the heart of the new training program, which uses some elements of programmed learning techniques. The emphasis will be on active participation by all students. Classroom desks are being equipped with a "responder," which permits students to answer questions immediately. Screens will present the questions and instructional material visually by film, slide or video tape. Lectures will be kept to a minimum.

Facilities to be provided for the new trainees include three radar laboratories equipped with radarscopes and simulated target ("blip") generators, and two flight service station laboratories, equipped with weather and communications teletypes and operating positions found in typical flight service stations.

Tests Show Birds in Engine Reduce Power 50 Per Cent

ATLANTIC CITY—When a turbo-prop engine is known or suspected to have ingested birds, it should be inspected before its next flight, an FAA engineer recommends.

Ingestion tests on a 960 HP Lycoming T-53 turbo-prop engine conducted at NAFEC show that the remains of three or four birds on inlet guide vanes can reduce power 40 to 50 per cent. All hot engine compartments should be inspected before flight, since over-temperatures can cause local overheating, according to Donald Millar, project manager of the tests.

Report No. NA 68-6 covering the tests and prepared by Millar notes that the small turbo-prop engine tested is not susceptible to flameout during small bird ingestions.

No flameouts occurred during the 16 test runs, and there was no visible damage to the engine from bird impact.

The test was the final in a series of four conducted during the past five years to determine engine reaction to bird ingestion. Previous tests were on an Allison turbo-prop, a Pratt & Whitney turbo-fan, and a P&W turbo-jet engine.



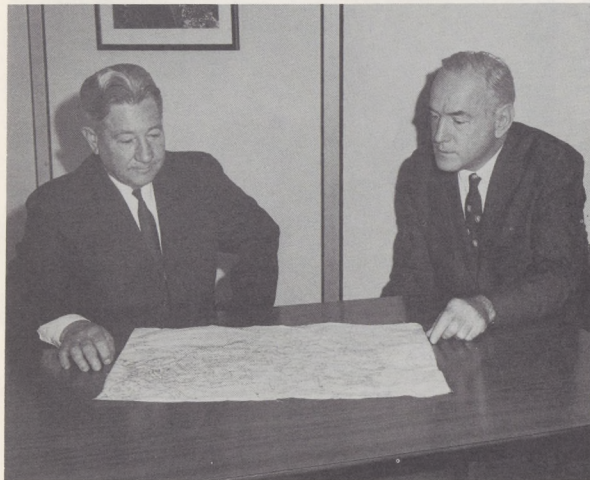
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Victor Kowalczyk, Chief, Weather Staff in Air Traffic Service at Headquarters, provides "weather expertise" in the agency.



Newton Lieurance (left), Director of Aviation Affairs, Environmental Sciences Services Administration (ESSA) and advisor on meteorological and aeronautical chart matters to the FAA Administrator, looks over a daily national weather map with Thomas Council, ESSA Weather Representative to the agency. They provide coordination between the two agencies on weather matters.



Those Summer Thunderstorms

FSSs Help Pilots Avoid . . .

By Thom Hook

WASHINGTON—Hardly a hot, sultry summer day goes by that the weatherman doesn't warn us of the possibility of scattered local afternoon thunderstorms—unless we happen to work in Alaska, Hawaii or along the continental west coast. Those lucky FAA employees there have less than 10 "thunderstorm-days" a year!

If we're travelling on the ground, we may get a little wet on our trip home from the office. But to pilots, thunderstorms mean a lot more than simply being caught without rain gear.

For airmen, the agency's flight service station specialists—who currently are providing about 10 million weather briefings per year—include as a most important part of their data everything available on possible or existing thunderstorms. Pilots are being advised that "dangerous turbulence can extend outward to 20 miles" from such storms and that a safe distance always should be maintained. The agency further counsels that airborne radar is to be used "principally as an indicator of storm locations for avoidance purposes while en route."

Different Types of Storms

Basically, a thunderstorm is either of the thermal or mechanical type. The more common thermal thunderstorm is brought about when local heating causes air currents to ascend and form cumulus clouds. Merging into a billowing white mass, with a relatively flat or anvil-like top, it promises turbulence and stresses of up and down currents that could cause an improperly flown aircraft to break up. Generally, one can and should fly around such clouds by a wide berth.

The other less prevalent but highly important thunderstorm is the mechanical type, when cold air causes warm air to rise and storms to develop. In some cases associated with cold fronts, a continuous line of thunderstorms develops. This "squall line" may extend for several hundred miles.

From any thunderstorm, pilots can expect turbulence, vertical air currents and shifting winds. Other hazards include hail and lightning.

The men and women who operate the FAA network of flight service stations take pains to provide every pilot with all information available concerning the possibility of thunderstorms along his intended flight path. The specialists are carrying out the agency's responsibility to disseminate and communicate weather information to enhance safety and promote air commerce.

Historically, the Weather Bureau observes and forecasts, while FAA communicates and disseminates weather information. In actuality, practical considerations require that FAA and the Weather Bureau aid each other in their respective roles; so the agency assists the bureau in the observation area and the bureau in turn assists with pilot briefings.

Observations Made Around the Clock

Weather observations are taken at FAA facilities around the clock at 200 flight service stations, at 18 towers and six combined station/towers. Part-time observations are taken at 45 towers and eight flight service stations.

Existing and forecast weather conditions are most useful to pilots and control personnel when presented in a timely and understandable manner. To spread the word, FSS specialists in 1968 will provide not only 10 million pilot briefings (three times the 1960 volume), but will also make five million scheduled weather broadcasts and about 600,000 weather transcriptions for mass dissemination over the radio and telephones.

Thousands of Forecasts Daily

The agency's teletypewriter service "A" transmits tens of thousands of observations, forecasts, warnings and notices to airmen (NOTAMS) daily.

All observations solely for aviation purposes are

the responsibility of FAA. Generally, communicating them involves the teletypewriter system, which collects and disseminates weather over the system network. Fascimile maps are provided and managed by the Weather Bureau. At present, 75 flight service stations have the equipment necessary to receive these maps, with the number to be expanded as funds permit.

The pilot may receive his aviation weather in a variety of ways. Before his flight, he may be briefed face-to-face at the FSS, or individually by telephone, or he may get the information from an automatic answering service, or by reading the teletyped reports himself. In flight, changes in the weather can be obtained by a radio call to the FSS or by listening to the twice-hourly (at 15 and 45 minutes after each hour) reports over VOR facilities.

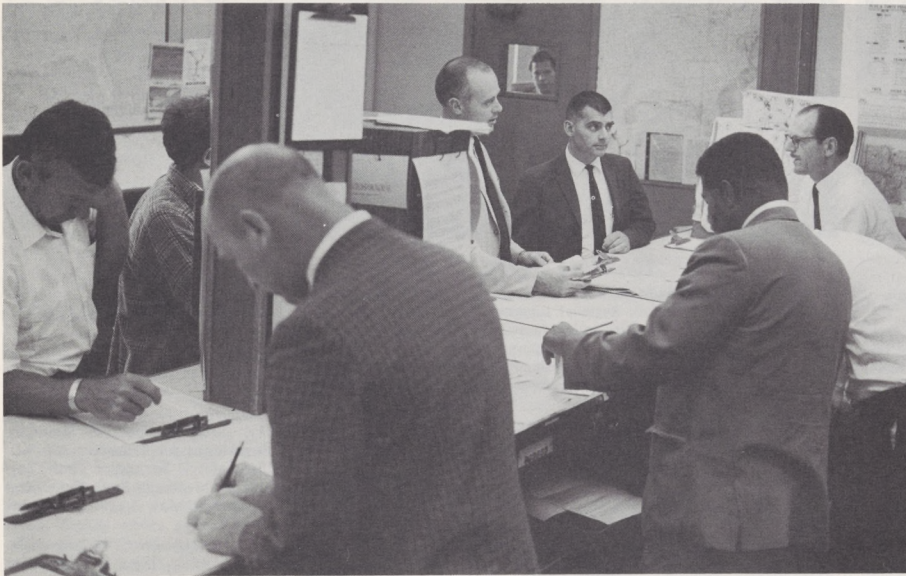
Eighty TWEB Outlets

There are also about 80 transcribed weather broadcast outlets (TWEB), each disseminating current and forecast weather information in a 250 mile radius. This system is operated by the FSS facilities. The agency also has about 42 pilot automatic telephone weather answering services (PATWAS) for pilots, which provide essentially the same weather information as TWEB through the telephone system.

FAA is always alert for more efficient means of spreading aviation weather information to the mass pilot audience to relieve busy briefers (who can only answer one telephone at a time). Among many possibilities, for example, is encouragement of twice-a-day radio station broadcasts for private pilots, such as is being done over station WTFM (FM) in New York. Mass broadcasts could be especially helpful in marginal weather by broadcasting to the audience that weather is not suitable for VFR flight. This would relieve briefers of numerous non-productive phone calls from non-IFR rated pilots.

All pilots know there is risk in accepting any fore-

◀ Wise pilots avoid the overhang (which indicates cloud direction) and the roll clouds below this typical anvil-shaped thunder cloud. Plane Number 1 is giving the anvil's overhang a wide berth of at least 10 miles. Plane Number 2 is avoiding the roll cloud, which probably contains significant turbulence, or at least offers a bumpy ride.



◀ On the near side of the pilot briefing desk at the Washington National Airport FSS, Specialists Arthur Brendel, Floyd Teeter and Edgar Weiser face a steady stream of corporate and general aviation pilots who want weather briefings and to open or close flight plans.

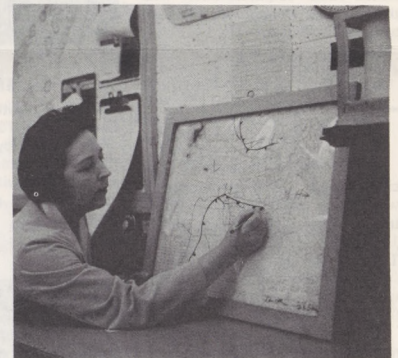


Looking north at the Florida peninsula through a Gemini V astronaut's camera lens, thunderstorms are seen southwest of Cape Kennedy which have come into being from maturing cumulus congestus clouds. Nearby, cirrus clouds are being blown westward by high-altitude winds. Thunderstorm activity, measured in days per year, is especially prevalent across the neck of the state (top of picture).



◀ Eliseo Ochoa reads the ADIS (Automatic Data Interchange System) tape at Washington National and supervises teletypewriter operators as they relay regional weather information to the national circuits. Teletypist Howard Moser is in foreground; FSS Trainee Wallace Stephens works with operator (hidden from camera) in background.

Alfred Stokes, who keeps the various electronic devices and instruments working at Martinsburg, W. Va., FSS, observes as FSS Chief Brook Ettinger releases a ceiling balloon and checks the rate of its rise with a stopwatch to determine cloud height.



Edna Tephabock, of the Martinsburg, W. Va., FSS, transfers information from the weather teletypewriter to a map to simplify describing conditions when briefing pilots.

cast weather report as being either white or black—it's often gray. Although weather briefing training is given all specialists, who must pass exams to qualify as briefers, the briefing information passed on to the pilot is essentially a compilation and translation of current observations and forecasts produced by the U.S. Weather Bureau.

Supervisors watch briefings by new men closely, and Weather Bureau quality control officers (usually themselves pilots) visit the FSS periodically to check out each certificated briefer to see that he is giving a reliable interpretation to the pilot.

Keeping a weather eye in Washington Headquarters on FAA's day-to-day weather service are three key men. Newton A. Lieurance is Advisor to the Administrator and has a background of working with FAA, Trans-World Airlines, the Navy (during World War II), the Weather Bureau and now ESSA (Environmental Sciences Services Administration). Thomas Council assists him as weather representative to FAA from ESSA, striving for close working relationships between ESSA and the agency to advance the weather service. Victor Kowalczyk heads the weather staff in Air Traffic Service, the lead service for aviation weather matters in the agency.

FAA's role in weather service for fiscal 1968 involves \$35.3 million and 2300 man years. Of this, \$2.6 million goes for making observations; \$24 million to communications; \$1.9 million to dissemination, and \$6.8 million to maintenance, training, internal support and management.

From satellites taking pictures of weather over half the globe to electronic computers that make forecasting more reliable, new technologies are helping FAA brief pilots more accurately all the time.

"Even though we have come a long way since mariners followed: 'Red sky in the morning, sailors take warning; red sky at night, sailors' delight,'" says Newton Lieurance, "we still have room for improvement."



William Sembello (foreground), of Martinsburg FSS, delivers an IFR clearance for Washington Center. FSS Chief Brook Ettinger is in process of introducing the hourly observation into the circuit for all Service "A" stations—from Atlantic City to Wilmington, N. C. and west to the eastern edge of Tennessee.

Agency Commends Power Company Head

DALLAS—An executive for the Texas Power & Light Company has been awarded the FAA's Certificate of Commendation for his work in directing restoration of power to navigational aids in the wake of Hurricane Beulah last fall.

Henry Newman, Regional Director, made the award to Carlos Love in the office of TP&L President T. L. Austin, Jr. Love is the manager of power.

Love's specific contributions were in the South Texas area following the hurricane and flooding of September 19-21, 1967. During this period Love served as Director, Area 12, Defense Electric Power Administration, an emergency assignment in time of national

disaster for the Lone Star State.

Wind and water had severed commercial electric power to several air traffic control and air navigational aids in the National Air Space System. Immediate restoration was necessary to evacuate stranded residents and to supply food and sandbags to other areas.

Love listed priorities of restoration for the participating power companies, which included the rebuilding of several miles of transmission lines. Normal operations were possible within a minimum of time.

FAA engineers working at the several out-of-service facilities said Love's work took almost superhuman effort to accomplish.



For More Power

Carlos Love (holding certificate) acknowledges a "well done" just expressed by Henry L. Newman (right), Regional Director, during presentation of an FAA Certificate of Commendation to the Texas Power & Light Company executive. Others are J. W. Skolant (left), Southwest Region's defense readiness officer, and T. L. Austin, Jr., TP&L's president. Love was cited for restoring electrical power to South Texas facilities following Hurricane Beulah last fall.

Kit Links Center To Air Crash Site

FORT WORTH—When an airliner crashed recently in a rural area near Dawson, Tex., communications became an important tool in the investigation that followed. FAA personnel from Fort Worth were immediately dispatched to the scene, bringing along a fly-away kit.

This kit was the only source of electronic communication between the command post set up at the Holiday Inn in Corsicana and the radio van at the crash scene 20 miles distant. The CP also maintained radio communication with the Regional Communication Center in Fort Worth.



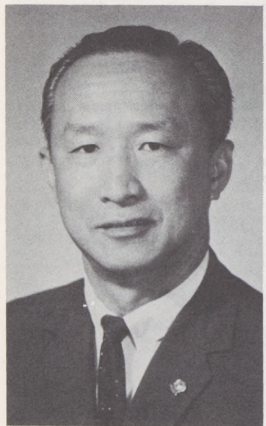
Crash Scene

Paul Elledge, with walkie-talkie radio, talks to FAA-NTSB inspectors at the crash site nearby as Henry Newman, Regional Director, uses van-installed radio to talk with personnel at the command post at the Holiday Inn in Corsicana.

'Top Speaker' Title Captured

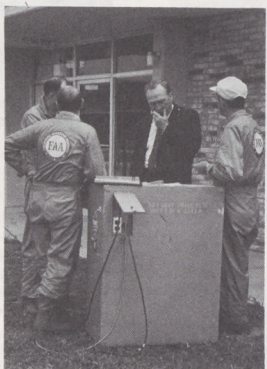
HONOLULU—John Mow, Pacific Region management analyst, was chosen as Hawaii's "Outstanding Toastmaster of the Year (1967-1968)". An active member of two Toastmasters clubs here, Mow's selection makes him eligible—along with other district winners—to vie for the national title.

Mow, as Hawaii District Chairman of the Youth Leadership Program, is active in youth activities. During his spare time, he teaches



John Mow

teenagers the art of public speaking at the Honolulu YWCA. In 1963, he helped organize the FAA-PAC Toastmasters Club (made up of FAA employees), and served as its first president. Two years later he was elected District Governor



Back at Motel

Jack W. Hudson, Chief of Flight Standards Branch, Fort Worth Area, talks to the Regional Communication Center in Fort Worth from command post just established by (from left) Frank Purifoy, Bill Messler and Luther Cox of the Fort Worth AFFO. Purifoy and Cox are electronic engineers and Messler is AFFO chief.

of Toastmasters District 49. At the 1965 Toastmasters International Convention in New York City, Mow was awarded the "Able Toastmaster" Certificate, highest accomplishment award conferred by the organization.

All-Hazards Insurance Open to All Employees

WASHINGTON—For the past two years FAA and 20 other agencies have co-sponsored a personal all-hazard supplemental insurance program that is available to all employees (except pilots and crew members while in flight).

This insurance guarantees financial protection in cases of death, dismemberment, or disability resulting from: (1) natural disasters; (2) endemic diseases; (3) events associated with, or peculiar to, type of work; (4) accidents; (5) intentional acts of other persons; (6) insurrection, revolution, guerrilla action, or terrorism; and (7) war or active armed conflict.

May Insure Dependents

A feature is that employees enrolled in this program may also

insure their dependents for accidental death or dismemberment.

Representatives from several agencies worked with experts from the insurance industry to design this program for the increasing mobile workforce of the Federal Government and specifically to provide supplemental protection at a reasonable cost for those willing to serve in war-risk areas.

Although many Federal employees now serving in Vietnam are enrolled, it is interesting to note that the principal losses since the beginning of the program have been due to automobile accidents and falls within the United States.

Employees interested in more detailed information may obtain brochures through their Personnel and Training Divisions.

Muzzle-Loading Gun Match Won by GADO Inspector

RICHMOND, Va.—This stronghold of the Confederacy recently acclaimed a Yankee from Pennsylvania who won a medal here in the two-day Middle Atlantic States Muzzle-Loading Match.

Eugene Bleiner, a maintenance inspector with the Richmond GADO, not only walked away from the firing line with a medal but did it with a weapon he built himself. Originally from Pennsylvania Dutch country, Bleiner patterned his rifle after the early Pennsylvania rifles that had their origin in the Lancaster area.

It measures 60 inches overall, has a 42-inch hexagonal barrel 40-calibre (rifled), flintlock ignition, and fires a linen patched lead ball weighing 94 grains.

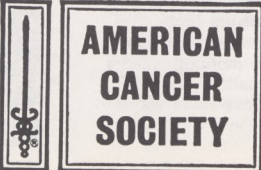
Bleiner also makes his own ammunition. Only black powder is used and when he unloads the weapon the exclamation "Great balls of fire!" comes to mind immediately. When he earned his match medal, Bleiner fired off hand at a distance of 25 yards. The target was four inches in diameter.

Bleiner's skill with his homebuilt rifle has not gone unrecognized by his GADO co-workers. They have named him, unofficially at least, as Chief GADO Guard, Sergeant-at-Arms, Custodian of the Gates and an honorary member of the Royal Order of Rebel Sharpshooters.



Big Shot

No Minuteman at Lexington or Concord could have been more proud of his weapon than Eugene Bleiner of the Richmond GADO. The weight of the rifle plus the medal on his right lapel undoubtedly accounts for the FAAer's slight list to starboard.



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Dougherty, James E. and Krupitsky, Martin, "Federal Aviation Regulations for Transport Aircraft Fire Safety". Society of Plastic Industry Meeting, San Francisco, California, May 3, 1968. Source: FS-120.

Barr, Alphonso J., "Effectiveness of a Medium Intensity Approach and Runway Lighting System in 3/4-mile Meteorological Day Conditions." Illuminating Engineering Society (IES), Aviation Committee Meeting, New York City, May 23, 1968. Source: IES, 345 E. 47th Street, New York, New York 10017.

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Oleson, S. K., "Forecast of Noise as a Technology Factor Affecting Design, Engine Design, and Aircraft Operations." Transportation Workshop, Wylie House, Warrenton, Virginia, September 20, 1967. Source: NO-10.

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Sperry, W. C., "Governing Equations for Wave Propagation in a Homogeneous Isotropic Continuous Fluid." Presented at the University of Tennessee, January 29-February 2, 1968. Source: NO-10.

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Sperry, W. C. (FAA) and Benzakein, M. J. (General Electric Co.), "Experimental Results of Vane/Blade Number Effects on Compressor Noise." Prepared for American Society of Mechanical Engineers, March 17-21, 1968, Washington, D. C. Source: NO-10.

Powers, J. O. (FAA) and Maglieri, D. J. (NASA), "A Survey of Sonic Boom Experiments." Prepared for the Aviation and Space Conference of the American Society of Mechanical Engineers, Beverly Hills, Calif., June 16-19, 1968. Source: NO-10.

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: Is there a legal work schedule available using five employees, maintaining 24 hours coverage seven days per week, and which is self-relieving?

Answer: Presently, no standardized work schedule is provided from the central office to cover the situation you have described. Generally, facility chiefs and/or field offices are delegated the authority to establish or modify tours of duty in accordance with the provisions of PT P 3600.3. This permits establishment of tours and work schedules which will best serve the particular local operating requirements.

Question: (1) Does voluntary demotion place the employee in the top pay scale of the lower grade?

Answer: (1) No, not necessarily. When a demotion is at an employee's own request, there is generally some reduction in his salary. You will find a complete discussion of salary setting in various types of voluntary demotions in paragraph 12e of handbook PT P 3550.1A, Pay Under the Classification Act System.

Question: (2) Isn't there a limit in the time required by classification analysts to process position descriptions?

Answer: (2) There is no limit as such because the time required to classify a position can vary to a great degree for such reasons as an incomplete job description, a need for a site audit, the complexity or uniqueness of the position, the classifier's workload, etc. Good personnel administration dictates that all personnel actions be processed as quickly as possible but there are bound to be unavoidable delays. If you feel that a particular action is taking or has taken an inordinate amount of time, ask your supervisor to check with the personnel office.

Question: The T&A Handbook, 2730.2, prohibits maintenance of duplicate time reports and leave records (paragraph 201 b) and requires daily entries (paragraph 201 c). At facilities having multiple shift operations, keeping a duplicate record is almost mandatory and daily entries are not possible since the T&A Clerk will be on scheduled days off while others are working. A duplicate record for reconstruction of supplemental reports is necessary as many T&A Clerks will confirm. Amendment of 2730.2 is suggested in order that facilities having multiple shift operations may fully comply.

Answer: The most important reason for the restriction that "no duplicate leave records of time and attendance reports be maintained" is the cost involved, which would double if duplicate records were

maintained. When necessary for a T&A Clerk to submit a supplemental report, paragraph 201 b of T&A Handbook 2730.2 provides that, upon request, all necessary information from a prior report will be furnished by the Accounting Division. In your case, it may be helpful if your supervisor would designate an alternate T&A Clerk to cover those periods when you are absent from duty.

Question: In one region, \$25 is provided for annual physical examinations; another region allows only \$15. In two regions, a per diem allowance is given for time spent on familiarization flights; in my region, no per diem is allowable for such flights. Why is there such a difference between regions?

Answer: Generally, the differences in cost of living, physicians' fees, and the extent of the examination account for the variance in the authorized funds provided for physical examinations throughout the country. The rule on per diem is that "no per diem will be allowed when the travel period is 10 hours or less during the same calendar day, except when the travel period is six hours or more and begins before 6 a.m., or terminates after 8 p.m." This rule applies to all regions.

Question: I would like to know how the implementation of the Academy Instructor Placement and Development Plan has progressed in the various regions. Have definite steps been taken by the regions to insure maximum utilization of Academy instructors upon their return to the field? It has been the experience of not a few instructors here at the Academy to be offered journeyman positions at those high density facilities where staffing is a great problem.

Also, it appears that since Agency Order, Career Planning Program, 3410.1, dated 6/28/65, was published, a plan for career development of Academy instructors has been under construction. Has this plan been completed?

Answer: The agency does not have a separate career plan for Academy instructors. It is agency policy to integrate FAA Academy instructor assignments into the major career systems such as Air Traffic, Flight Standards, and Systems Maintenance. The placement of former instructors has gone fairly well, but there are still some problems. Experience as an Academy instructor definitely enhances career potential, but there is no guarantee that an instructor will never be reassigned to an operating position in a field facility.

'First' for Aviatrix

COLUMBIA, S. C.—Miss Sylvia Roth of Columbia, S. C., is unique among the 23,000 plus active women pilots in the United States. Miss Roth is believed to be the first woman ever designated as an airline transport pilot examiner.

This means she has authority from FAA to test applicants for an airline transport pilot's certificate, the highest civilian pilot rating. A professional pilot for almost 20 years, Miss Roth presently is vice president of Miller Aviation Inc., a fixed-base operator located at the Columbia Metropolitan Airport. During her career, she has logged more than 7500 hours in the air as a flight instructor.

"Most men seem to like the idea of a woman flight instructor," she says. "They figure if I can fly an airplane, they can too."

Honor General At Retirement Party

(Continued from page 1)

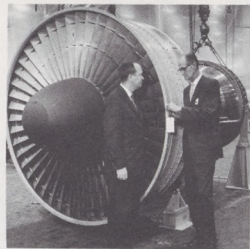
Deputy Administrator for the past three years, presented the agency's highest award, Decoration for Exceptional Service, to General McKee "For outstanding leadership in helping the nation to recognize the need for an expanded and modernized airport and airway system, in identifying and solving complex air safety problems, and exemplary direction of America's supersonic development program."

The award cited General McKee's wisdom, vision, foresight and example through which he "stimulated the entire FAA staff to meet the urgent and compelling challenges of advanced technology and growth. All who fly are the beneficiaries of his dedication to air safety."



Notable

Sen. A. S. Mike Monroney (D), Okla., Chairman of the Aviation Subcommittee of the Senate Committee on Commerce, joined the dignitaries and employees honoring General McKee at his retirement party.



TAG Team

A prototype Pratt & Whitney engine is given an FAA Conditional Approval Tag by Manufacturing Inspector A. C. (Tex) Setlage of EMDO-41, South Windsor, Conn., at the Pratt & Whitney plant, Middletown, Conn. The firm's project engineer, J. T. Phillips, looks on. This JT19D engine will power the Boeing 747 jumbo jet.

RETIREMENTS



Alaskan Region

Oscar A. Rich, Warehouseman, Anchorage, Alas., 15 years; Dave M. Dishaw, Construction and Maintenance Superintendent, Anchorage, Alas., 27 years; Hans J. Gunderson, Boat Pilot, Juneau, Alas., 20 years; Cecil R. Henson, Electrician, Anchorage, Alas., 9 years; Charlie H. Thomas, Civil Engineer, Anchorage, Alas., 24 years.

Central Region

Robert M. Nicholson, ATC Specialist, Sioux Falls, S. D., 12 years; Katherine Skuba, Contract Assistant, Chicago, Ill., 6 years; Wilford G. Parsons, ATC Specialist, Kansas City,



Presents Award

Secretary of Transportation Alan S. Boyd lauded General McKee's efforts as FAA Administrator over the past three years, and presented him with the Secretary's Award for Outstanding Achievement.

McKee Presents Medals to Leaders

(Continued from page 1)

General McKee showed his characteristic self-effacement by citing Charles Warnick, his public information aide, as the man responsible "for seeing that I wasn't run out of town." He went on to commend Warnick for having established "a vital line of communication with FAA employees worldwide, as well as providing the focal point to the various media, the public and the aviation community."

It was an Alphonse and Gaston routine when the awards were presented to Vitale and Jaenicke. Vitale, a southpaw who served as General McKee's right arm, both at NASA and FAA, read each citation as the Administrator pinned on the medals. But when it became Vitale's turn, Jaenicke, Secretary to the Executive Personnel Board, slid into Vitale's place and did the honors. Then the roles were reversed and the two changed places with the aplomb of Buckingham Palace guards.

Medals Unexpected

Dr. Siegel didn't know the nature of his house call when he was summoned to the Administrator's conference room. The prognosis couldn't have been better. General McKee noted that when he assumed office, the most pressing problems confronting him were related to aviation medicine and that Dr. Siegel had single-handedly created "mutual confidence and close working relationships with the airman and aviation medical communities. . . ."

In addition to the seven Meritorious Service Awards, General McKee presented Certificates of Achievement to his Administrative

and Correspondence Branch, headed by Mrs. Stella Weyandt, kidding them for "the fine job you have done in losing all those valuable letters" and to the Communications Control Center, headed by John Patrick.

One of the most touching moments came when the General presented a Certificate of Achievement to his vivacious and extraordinarily able secretary, Mrs. Dorothy Haywood, for her "initiative and responsibility which set an exceptional example of secretarial performance." It was one of the rare, if not the first time, that an FAA secretary had been so honored. It was not so rare for Mrs. Haywood, however, who was the first secretary in the history of the Department of the Army to receive the Civilian Meritorious Award, followed by the Army's Certificate of Achievement presented by her boss, Cyrus Vance.

Centers Move To Avert Power Loss

(Continued from page 1)

example, there are 11 hot lines used solely for coordinating en route traffic. These hot lines are now arranged in groups along geographically separated routes, so that chances of total outage are all but eliminated.

One remaining element in the program—a microwave system for the Jacksonville, Fla. Center—will be completed this fall. Although extra routes have already given Jacksonville partial diversity, the microwave segment will provide a full 100 per cent backup.

Six of the 21 domestic centers have 100 per cent backup, provided both by new alternate route construction and by alternate communications route switching arrangements made with the local telephone company.

Agency And Supplier Negotiate

Arrangements for new construction and switching are negotiated by representatives of FAA headquarters, regional and area offices and the facilities involved. In most cases the local telephone companies they deal with are affiliated with the Bell System, but there are also a number of independent telephone companies in the United States.

Now that the Centers are protected, Air Traffic Service is working to provide similar protection to our large terminal control facilities. Fifteen locations have been selected, with the final number dependent upon the future availability of funds.

Mo., 25 years; Clayton E. Sutton, ATC Specialist, Olathe, Kan., 30 years; Chester H. Cleavelin, ATC Specialist, St. Louis, Mo., 25 years.

NAFEC

Anne G. Henderson, Mathematics Aide, 8 years; Anthony Ordille, Fire-Fighter, 25 years.

Pacific Region

James V. Powell, Electronic Technician, Guam, 30 years; Joe C. Price, ATC Specialist, Honolulu ARTCC, 21 years.

Washington Headquarters

Lloyd E. Wallingford, Supervisory Airways Engineer, SM, 21 years.

Marker Girls Make Sign

STOCKTON, Calif. — Some pilots are reluctant to admit they are lost, but most will admit to being disoriented at one time or another.

Many airports look alike and experienced pilots (general aviation and air carrier alike) have been embarrassed by landing at the wrong one.

This no longer can happen at Stockton Municipal Airport, thanks to the efforts of the San Joaquin Valley Chapter of the Ninety-Nines.

The name "Stockton," in 20-foot tall letters, should gladden the hearts of all pilots and also bring a warm response from Blanche

Noyes, Chief of Air Marking for the agency.

For many years Mrs. Noyes has been advocating this very thing, and many pilots owe her a vote of thanks for spearheading the airport marking project.

The 115-foot "Stockton" sign required 10 gallons of white road paint and a feminine touch. The ladies lovingly added an asterisk, signifying "Flower Power" from six Chapter members.

The girls got an assist from Carl Estep, Chief of the Stockton Tower, and Carl Starnes, a controller, who helped select the location and to layout the letters.



Flower Power

Trading vacuum cleaners for paint rollers, the San Joaquin Valley, Calif., Ninety-Nines used ten gallons of paint to make this sign certain to brighten the heart of Mrs. Blanche Noyes, FAA Chief of Air Marking. The letters are 20 feet tall. Now pilots no longer need wonder which airport they are flying over.

Blind and Deaf Workers Like Jobs at Center

OKLAHOMA CITY — The patience of three young men and the Aeronautical Center's emphasis on jobs for the handicapped are paying off handsomely for a trio of computer programmers and the Center's Data Services Division.

The three are believed to be the first blind persons hired in computer work by the Federal government in Oklahoma.

John Simpson, Ray Jones and Bill McPherson—all college graduates—attended a special course for blind persons at the International Academy in Oklahoma City, one of the few such schools in the nation to train blind programmers. After their 32-week course, they were placed in jobs in the Aeronautical Center Data Services Division.

Jay Moody, Division Chief, said hiring of the three was a real opportunity in a field that is short of people. He emphasized that job standards were not lowered because they happen to be blind.

Simpson, who earned a degree in economics from the University of Oklahoma, and Jones, who has

a degree in government from the same school, have been blind all of their lives. Both formerly worked at concession stands. McPherson, who lost his sight gradually during the past four years, holds a business degree from Oklahoma City University, and formerly was a construction estimator.

All three praised FAA for giving "meaningful employment to blind people in Oklahoma."

The three men are married and have families. They are aware they must prove themselves, and each is concerned about making employment opportunities better for blind people elsewhere.

As Chief of Data Services Division, Moody's sharp lookout for qualified personnel extends into other handicapped categories. Only weeks ago, he employed four deaf mute card punch operators who are contributing their share to the efficiency of the operation.

They are Patricia Melton, Sylvia Brown, Elizabeth Corless and Nancy Mosshart, III.

In one sense, these four girls have an advantage in their work

over their more fortunate co-workers. Being unable to hear, their concentration to the task is never interrupted by the noise of the machines around them.

Says Moody: "You don't want to overlook any opportunity to get qualified people, regardless of whether they might be considered physically handicapped."

Hiring the handicapped is no strange program for the Aeronautical Center. Mrs. Ida Guidry, FAA's national handicapped employee of the year, is employed in the FAA Academy and William Shelton, Jr., Chief of Personnel Placement Branch, was honored by Oklahoma's Governor Dewey Bartlett as the outstanding individual in Oklahoma in promoting gainful employment for handicapped people.

Tower Men 'Pull the Plug' On Fly-By-Night Airplane Theft

SAN FRANCISCO — Notice to plane thieves: if you plan to steal an aircraft, stay away from San Francisco Airport—especially when Controllers Jim Lamon and Wendell Hartley are on duty.

Palo Alto police called the tower shortly after midnight recently and reported that an aircraft belonging to the Stanford Research Institute Flying Club had been stolen. Police passed the aircraft's number to the controllers and asked them to be on the lookout for it.

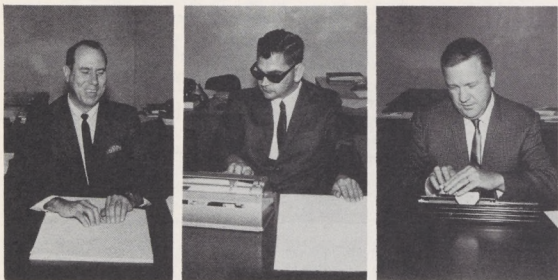
A short time later, a plane bearing that number called on approach. The pilot landed, refueled

then took off again before the controllers could nab him. Lamon was able, through communication with the pilot, to determine that the plane was headed for Palo Alto.

Hartley immediately notified police, who were waiting at Palo Alto airport when the stolen plane landed.

Two young men were apprehended. One was later charged with theft of an aircraft and the other was held as an accessory.

Palo Alto police later contacted Tower Chief Norman Merkel and commended Lamon and Hartley for their assistance.



Computer Men

(Left to right): John Simpson, Ray Jones and Bill McPherson, blind computer programmers at the Aeronautical Center's Data Services Division, are proving that patience and hard work can overcome some big physical handicaps in making a career.



Card Punch Girls

(Left to right): Patricia Melton, Sylvia Brown, Elizabeth Corless and Nancy Mosshart, III, are four examples of the efficiency that can be found in handicapped people when they are given the opportunity to respond to today's demands. All are card punch operators in the Aeronautical Center Data Services Division, and each is a deaf mute.

Reading Air Show Controllers Top Traffic Record

READING, Pa.—The 19th Annual Reading, Pa., Maintenance and Operations Meeting, more popularly known as the Reading Air Show, concluded its four-day run recently.

During the show, FAA controllers handled more traffic than their counterparts at O'Hare and Kennedy Airports. The total operations count came to 10,156, an all-time high. Basing this count on about 40 hours of peak operations, the average amounted to about 250 per hour.

Aviation safety was the principal theme of the show. Chief speaker at a seminar on safety was Donald Kemp, Chief of the Accident Investigation Staff, Flight Standards Service. He noted that "each individual must accept his fair share of the responsibilities for safety."

Kemp said that the FAA forecast for the general aviation fleet in the next decade is expected to exceed 203,000 planes—as compared to the 107,000 now in use. He added that FAA has continued to improve standards in accident investigation.



Paper Saver

DOT's nominee for the Fourth Annual Paperwork Management Award, Lawrence Hopper, Senior Management Analyst, Central Region, shows the results of his Directives Improvement Program in reducing the volume of files to Pat Young (left) and Janet Garr, Management Analysis Division. This annual award recognizes outstanding leadership in promoting effective management of the government's paperwork. Hopper was cited for developing a program which substantially improved readability, reduced total volume, provided better service to the users and resulted in a significant cost reduction.