



### Strange Bird at Homestead

This aircraft touched down at Homestead, Fla. General Aviation Airport carrying 14 Cuban refugees seeking asylum in the U.S. Utilizing the communications link between the Miami and Havana centers, arrangements were made to fly the AN-2 Russian-built single-engine biplane back to Cuba. The plane is normally used in crop dusting.

(Photo courtesy the Miami News)

## Jet Age Techniques Used in 'Save' Of Disoriented Airman's Sailplane

By Timothy J. Kelly, ATCS

ROSWELL, N. M.—I wonder how many flight service specialists ever provided assistance to a lost sailplane pilot? I had never heard of such an experience until it happened to me.

The pilot did not ask Roswell FSS for assistance. I volunteered it after overhearing him say he was lost. He apparently was talking by radio to his father, who was attempting to follow the plane by car. The pilot was 14 years old.

My first reaction, as was that of the watch supervisor, John Hays, was to determine the sailplane's position and to provide direction finding (DF) guidance to the nearest airport.

This is the same service that would be afforded a powered aircraft.

Using DF equipment, I determined that the sailplane was approximately 25 miles from the nearest airport. I was apprehensive that the course we had selected to the Roswell Industrial Air Center—a 180 degree turn—might cause the sailplane to lose lift and be forced to land in rough terrain near the Pecos River.

Considering this possibility, Hays and I decided on the most direct course to an area of open fields, in the event a forced landing was necessary en route to the airport. Then another problem developed. The sailplane pilot reported rain showers and a thunderstorm directly ahead on his course.

### Thunderstorm in Path

It was necessary to instruct the pilot to make a turn to avoid the thunderstorm but still remain in an area of open fields. As a sailplane can land on almost any small flat surface, it seemed advisable to avoid areas of inclement weather or rough terrain.

(Continued on page 7)

## 43 Cities Visited For Total of \$65

NEW YORK—Joseph Gartenberg, a Youth Opportunity Campaign employee at Eastern Region Headquarters, has come to be known as "Gulliver" Gartenberg to co-workers.

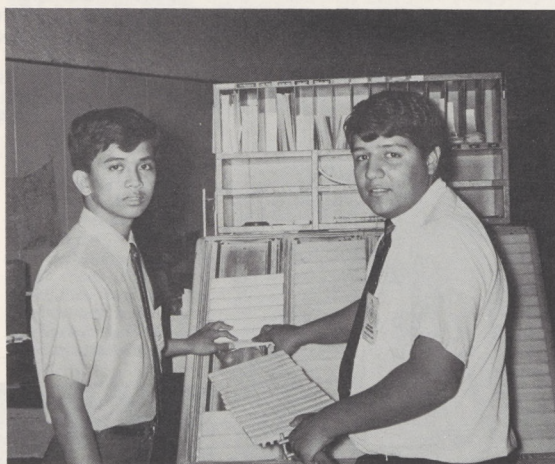
The reason: Joe, an aviation buff with a penchant for doing the unusual, recently took advantage of a Mohawk Airlines money-saving promotion fare to fly to 43 cities in the Northeast at a total cost of \$65. If he had booked the various segments of the midweek fare arrangement separately, the cost would have been \$854.

In order to accumulate as much flying time as possible in the five-day span covered by Mohawk's "Consecutive Executive" plan, Joe would often land in one plane and board another if there was a departure scheduled.

"It was hectic at times," he admitted, "but a wonderful experience."

Joe, a high school senior enrolled in an aeronautical course, is president of his school's Aviation Club. After graduation he plans to study aircraft design at New York's Academy of Aeronautics.

He also plans to do a lot more flying at cut rate prices.



### Help Specialists

Two young high school graduates employed under the Youth Opportunity Program are performing an important job for Oakland Center. After a special one-week training program, Ernest Manaiois (left) and Reuben Gomez support the control room force by seeing that flight progress strips are inserted in plastic holders and promptly delivered to control positions. Ernest and Reuben found their assignments as "stuffer and runner" gave them a rare insight into the tools and techniques of air traffic control.

## Thomas Cites Needs, Problems in Two Talks

By Cliff Cernick

NEW YORK CITY—There is no alternative to suppression of air commerce in the New York area until more airport capacity is provided, Acting Administrator David Thomas told members of Sigma Delta Chi, a journalism fraternity, in a recent speech.

The airways system is being operated "very close to practical capacity" in New York, he said, and nothing short of "more ground space and more efficient use of the air space" will bring lasting relief.

Thomas paid tribute to controllers and pointed out that air traffic congestion, brought on by the phenomenal growth of aviation, was "no happier a situation for controllers than it is for pilots and passengers."

"I'm personally very proud of our controllers," he said. "At the busier centers and terminals, they are on six-day weeks and many work 10-hour shifts. Still, we do not have all the controller personnel we need or could use."

The system, he said, is being operated "very close to practical capacity."

### Action on Peak Hours

The FAA is taking action, he pointed out, to alleviate the near-saturation condition which occurs during peak hours at Kennedy Airport and, to a lesser degree, at the two other major New York jetports.

"It is evident," said Thomas, "that action is required on the part of the airlines to schedule fewer flights at peak traffic hours, to reduce the number of competitive flights or to join in a mutual scheduling arrangement that would help further relieve the situation and prevent its aggravation in the near future." (The agency met with airline representatives August 23 to discuss actions that may be necessary to relieve congestion in the New York, Washington and Chicago areas.)

The Acting Administrator noted that airlines "cannot solve the problem unilaterally" and that "rigorous reduction in non-airline operations at congested locations" also must be achieved.

Thomas told members of the journalism fraternity that the present congestion is not unsafe and that delays are still the exception and not the rule at the vast majority of airports.

### Positive Steps Listed

Steps being taken to cope with the problem were cited, including the automated system installed at Jacksonville Center and the work underway on automation of 11 other centers. By mid-1973, automation of all 20 centers should be completed, he told his audience.

"Thanks to prompt Congressional action, the way has been cleared to hire some 2,000 additional con-

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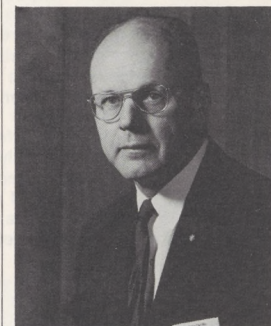
By Gerrie Cook

NASHVILLE—"I wish business and civic leaders in every city with an airport would get together as you have done to prepare for expansion of air travel and its impact on their community. . . ." commented Acting Administrator David Thomas in his recent address at this city's "Flight Plan-75" Aviation Symposium.

The symposium, sponsored by the Nashville Area Chamber of Commerce, was held to study the potential of the city's air service and to discuss plans to meet that potential. More than 250 leading business and community leaders of Metropolitan Nashville and elected officials from the surrounding Mid-Tennessee area gathered to hear Thomas and other leading aviation experts. John Omohydro, Chief of the Nashville Tower, introduced Thomas.

Thomas commended Nashville as being among the most aviation-minded cities in the nation and praised the entire state's cooperation with the FAA in planning for airport expansion, aviation industry development and aviation education programs.

During the symposium, Thomas was honored several times. D. R. Buttrey, President of the Nashville Area Chamber of Commerce, presented the Golden Wings Award to the Acting Administrator for "unparalleled leadership in advancement of aviation." Sam Ridley, president of the Mid-Cumber-



David D. Thomas  
Acting Administrator

land Council, presented him a Certificate of Appreciation "for bringing into sharp focus the importance of a regional approach in long-range planning for adequate air service in this closely-knit economic and governmental region. . . ."

Thomas also was named a member of the Middle Tennessee Red Carpet Club, an organization of dignitaries and outstanding individuals.

### Made a Tennessee Colonel

Tennessee Governor Buford Ellington further honored Thomas by bestowing on him an honorary Tennessee Colonelcy.

(Continued on page 7)



Plotting board was the scene of much activity and anxiety during SANDALX. Team members Bob Fiorucci and Don Swinney are pinpointing a nuclear detonation.

## ... And They Called It 'SANDALX'

CLEVELAND—To pinpoint difficulties uncovered in last year's national defense emergency exercise and determine a solution, Area Manager Clay Hedges recently instituted another emergency readiness test, the first of its kind ever conducted by an area office.

The exercise title—SANDALX—was coined by Assistant Area Manager Richard Farrell to show the tests' relationship with last year's national exercise "High Heels."

Planning was spearheaded by an emergency readiness committee headed by Budget Analyst Floyd Miras and including representatives of each Area branch. The Area's Defense Readiness Officer, Richard Fisher, Chief of the Budget Management Branch, provided overall guidance.

### Scenario on Attack

A first step was development of a scenario reflecting a simulated attack on the Cleveland Area. All planning was completed within a month and the exercise was underway.

In Cleveland to observe the effectiveness of SANDALX were Vincent Guccione, Eastern Region Defense Readiness Officer; Joseph Fox, the Region's Civil Aviation Defense Planning Officer; Capt. R. A. Sweatt, Chief, Defense Coordination Staff; David West, Special Assistant to Acting Administrator D. D. Thomas; and Col. M. G. Stewart, (Ret.), Consultant, Office of Emergency Transportation.

Deficiencies noted during the 1967 "High Heels" exercise, it was found, had been corrected and did not reappear during SANDALX.

During "High Heels," only a few members of the radiological team relocated. Others simulated relocation and alternates were chosen to represent them. This did not work. Calculation of nuclear detonations and fallout drift was too slow, and as action began building up, chart preparation fell behind. The Area

was, in effect, practicing with a team that would never be used in a real emergency.

### Trained Team Relocated

The "real" team was actually relocated during SANDALX. Each member of the team received a course in radiological characteristics, fallout plotting and chart interpretation. Each member knew what was expected of him at the relocation site.

Upon relocation, the team went confidently into action—and here the real value of SANDALX was demonstrated. It was discovered that plotting instruments were not of the same scale as maps and charts with which the team had to work. It was also found that relocation of the plotting board was desirable to afford better visual presentation of situations as they occurred and to minimize confusion around the board.

During previous exercises, neither the Area Manager nor the Task Force Support Group had relocated—these actions had been simulated. Under SANDALX, however, the Area Manager, the Task Force and the Support Group began deploying immediately to the relocation site at the announcement of the appropriate alert condition. Abandonment of Area Office headquarters was simulated.

### Difficulties Emerge

What conclusions emerged from SANDALX? It was found, for one thing, that relocation of 32 persons to emergency headquarters resulted in crowded conditions and more than a little confusion. Support Group members were not sure what was expected of them nor had their responsibilities been specifically defined. "High Heels" had been oriented around Task Force I activities and no plans or definite space layout for programmed areas of responsibility had been made. SANDALX brought the need for better planning clearly into focus.

Solutions to problems began to emerge. It was determined, for example, that it would be a good idea to relocate a small advance cadre during alert condition Round House to make last-minute preparations for the relocation team. The new Area emergency readiness plan, resulting from the test, calls for a closely-knit, easily-handled contingent of three or possibly four groups of participants, in line with the concept of the recently-revised Eastern Region plan. A special committee will make recommendations for corrective action before the fall emergency readiness exercise.

### Equipment Needed

Need for special equipment also became evident as a result of SANDALX. In an actual emergency, someone would be required to venture into contaminated air from time to time to check levels of radioactivity. These persons would require special rubber suits for protection and would have to shower off radioactive dust before re-entering protected areas. In past exercises, this was simulated. Now, however, the Area is making arrangements to secure special clothing in time for "High Heels-68" when realistic testing will go into effect.

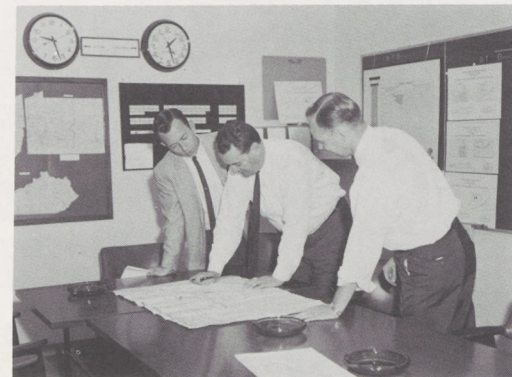
Another major benefit of SANDALX was that, for the first time, more than half of the Area's field facilities were exercised. The scenario included situations and problems for the ACDO, the Cleveland GADO, sectors, towers and stations.

Hedges is convinced that SANDALX was well worth the time and effort because it helped uncover deficiencies and gave Area personnel realistic experience and practice in making decisions under emergency conditions.

"High Heels-68" should find the Cleveland Area with an experienced team and an ideal emergency setup—thanks to SANDALX.

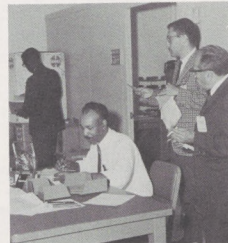
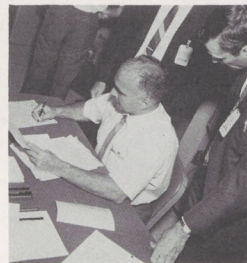


During alert condition FAST PACE, Cleveland Area Manager Clay Hedges (seated, center) gives final briefing before ordering Task Force I and Support Group to relocation site.



Observers arrive from Washington and New York for SANDALX. Here Area Manager Hedges (left) greets Capt. Robert A. Sweatt, Washington. On the same plane were, (top to bottom): James West and Col. M. G. Stewart, (Ret.).

According to a simulated police report, the main route to the relocation site was impassable due to mass evacuation of vehicles. Richard Farrell (center), Task Force I chief, determines alternate route with help of Dick Fisher (left), Area Defense Readiness Officer, and Joe Lusk.



At emergency operating headquarters, work gets underway. Charles Jamison (seated) records messages in SANDALX log. Behind him, offering advice, are (left to right): Donald Swinney and Carl Tutino.

Keeping track of air traffic facility availability took all of Domenico Todarello's time. Looking over his shoulder is Dick Ketterman.



**How to Certify**

Glen W. Welsh (holding book), Chief of Manufacturing & Engineering Branch, Southwest Region, Flight Standards Division, consults Federal Aviation Regulations to illustrate a point to visiting members of a delegation from the Israeli Department of Civil Aviation (Airworthiness Authority) who are interested in certification procedures.

**Controller's Frisky Feline Is Hockey Team's New Mascot**

By Frank J. Puglisi

BURLINGTON, Vt.—When the University of Vermont hockey team gained Bob Leggett and his wife, Nancy, as avid fans some four years ago, little did the players realize they would also gain their first live mascot.

And what a mascot! The Army has its mule and the Navy its goat. Now the University of Vermont has a four-month old puma. It's tame as a kitten now, but may be a real bearcat by the time the next hockey season rolls around.

Leggett, an air traffic controller in the Burlington Tower, got the idea for the mascot because he and his wife appreciated the skillful and spirited performances put on by the Vermont puck chasers. Known as the Catamounts, the team obviously never expected to have a live mascot on the sidelines to provide inspiration. But Leggett was able to purchase a ten-week old puma from a Utah man who assured him the cat was easily tamed.

Still more delays ensued before the puma was put aboard an airliner and flown to Newark Airport, where it almost got lost. Not wanting to risk losing his prize pet with further shipment via air, Leggett drove to Newark, where at long last he and "Rink" were re-united.



**Puckish Pet**

Nancy Leggett, wife of controller Bob Leggett of Burlington, Vt., Tower, shows no fear as she fondles the puma they have presented to the University of Vermont's hockey team as its first live mascot. (Ed. Note: the cat is not really gnawing at her arm.)

Says Leggett about their first meeting: "Rink was cranky and upset when we took him out of his cage, but that was only temporary. By the time we got him home he was as playful and frisky as could be."

In the true Hollywood Oscar awards tradition, Leggett adds that it couldn't have been possible without the assistance and cooperation of many, many people. He is especially grateful to the senior class of the University of Vermont, which donated funds to cover part of the total cost.

"Now all I want," he said with puma-like ferocity, "is for the Catamounts to go out on the ice and really claw their opposition this coming season."

**Bilingual Skill 'Saves' Spanish Speaking Pilot**

ATLANTA—"Ayudame—Estoy Perdidó!" "Help me—I'm lost!" crackled a frightened voice over the emergency frequency. At about 4:03 p.m., the distress calls in both Spanish and broken English were overheard by the center controllers here. They quickly responded and identified the flight as "Red 26." However, because the pilot was unable to clearly communicate, his exact position was difficult to pinpoint.

The center requested the Atlanta FSS to provide DF bearings on Red 26, which was working Macon Radio. They advised that the pilot was lost, low on fuel and apparently further agitated because of inability to communicate sufficiently in English to follow the center's instructions. Atlanta FSS advised that Marshall Groce, who speaks fluent Spanish, was on duty and was ready to assist in any way.

**Reverts to Spanish**

The center then requested the FSS to contact Red 26 and take over DF vectoring responsibilities. All further transmissions between Groce and Red 26 were in Spanish.

**Premium Pay Guidelines Clarified**

(Editor's Note—This is the first in a series of articles on employee benefits to be printed from time to time in FAA Horizons.)

WASHINGTON—Over the years, thousands of FAAers have been paid millions of dollars in premium pay. Overtime payments for FY-69 alone are estimated to exceed \$10 million.

Premium pay is extra compensation received for work performed outside of the normal work week or for duty performed beyond that normally expected. Overtime pay, holiday pay, night differential, Sunday pay, hazard pay and standby pay are all considered premium pay. For General Schedule employees, premium pay (except hazard pay) can be paid only to the extent that the sum total of base pay plus premium pay does not exceed the maximum rate for GS-15 in a single pay period.

An understanding of the basic hourly pay rate is essential to a discussion of premium pay. Basic hourly pay rate for a General Schedule (GS) employee is his annual salary divided by 2,080 hours. The basic hourly pay rate is computed before the addition of any premium pay or allowances and before any deductions from pay. Pay rates for Wage Board employees are hourly rates based on private industry pay in the area.

Overtime pay for a GS employee is one and one-half times his basic hourly pay rate, but currently it may not exceed one and one-half times the basic hourly rate for Step 1 of GS-10. Legislation now pending in Congress would permit payment of true time and one half for overtime worked by employees whose duties are critical to the operation of the air traffic control system. Such payments will be limited to non-managerial employees, GS-14 and below. A Wage Board employee is paid one and one-half times his hourly rate. If a Wage Board employee is on a scheduled night shift, overtime is paid at one and one-half times the night rate. In some instances, General Schedule employees may be given com-

pensatory time off instead of overtime pay on the basis of one hour of compensatory time for each hour of overtime worked.

Night differential for a GS employee is computed at a rate of 10 per cent of his basic hourly rate and is paid for regularly scheduled work performed during the hours between 6 p.m. and 6 a.m. Wage Board employees are paid "night rate" (i.e., day rate plus shift differential) for night shifts. Shift differentials may be expressed as additional cents per hour or as a percentage of the basic hourly rate, depending on industrial practices in the area. Where payment of a "night rate" is authorized, the rate will be paid for the entire shift when half or more of the regularly scheduled shift falls between 6 p.m. and 6 a.m.

Holiday pay is provided for an employee if he is required to work on a holiday as a part of his regularly scheduled 40-hour work week. He is paid twice his hourly rate for no more than eight hours worked on a holiday. There are eight legal holidays established by law. Beginning in 1971, there will be nine legal holidays.

Sunday pay is computed at a rate of 25 percent of the employee's basic hourly rate. The employee receives Sunday pay for each regularly scheduled hour of non-overtime work when any part of his shift is worked within the period commencing at midnight Saturday and ending at midnight Sunday. Only full-time employees on regularly scheduled tours are entitled to Sunday pay.

Standby pay compensates an employee when he is not actively engaged in the performance of his assigned duty but is on a scheduled standby status in case his services are needed. When an employee is on standby duty, he must remain at his duty station—either at his work site or quarters (if designated his duty station)—and he must be immediately available for work when called. He may not leave his duty station, arrange for others to respond to calls, or leave a phone number where he can be reached. Standby compensation may not exceed 25 per cent of the rate for Step 1 of GS-10. When an employee receives standby pay he cannot be paid any other premium pay except hazard pay and pay for irregular overtime work performed outside of his regular and standby time. This means he does not get any night differential, Sunday pay and holiday pay.

Hazard pay is compensation for work which involves unusual physical hardship or hazard. It may not exceed 25 per cent of the employee's basic pay. The Civil Service Commission makes the final determination on the duties for which hazard pay will be authorized.

There are probably unanswered questions, but these may be resolved by referral to the FAA Handbook PT P 3550.11, consulting your supervisor, or checking with your local personnel office.



**Lunch Al Fresco**

Trees, grass and plenty of fresh air make for a perfect lunch hour environment for these Boston Area employees. William Cullinan, Jr., Boston Area Manager (seated behind table at left), and Alfred Manzo (standing) cut ribbon to open the only official FAA-designated picnic grove in the country.

**Area Employees In Boston Enjoy New Picnic Site**

BURLINGTON, Mass.—Eating lunch on a picnic table in a pleasant, wooded area beats dining in a crowded cafeteria, employees at the Boston Area headquarters happily contend.

FAAers here have such an area adjacent to the new building they have occupied since early this year. Credit for promoting the idea to develop the wooded tract into a lunch and rest area during the mid-day break belongs to Helen Haddow, Flight Standards Branch secretary and director of the Boston Area Club, a local employees' social organization.

Although the land is not part of the property being leased by the FAA, the company owning it agreed to make it available without charge. With this settled, club funds were authorized for the purchase of tables and benches. These were obtained by William Cargill, Airway Facilities Branch.

Alfred Manzo of the Budget Branch, with the aid of several Youth Opportunity Campaign employees, assembled tables and benches. Others policed the grounds before the official dedication.

William Cullinan, Jr., Boston Area Manager, performed the traditional ribbon cutting ceremony, assisted by Manzo.

It was a warm, sunny day but under the trees it was pleasantly cool. Somehow, the usual sandwiches prepared at home tasted extra good.



FAA HORIZONS, the official employee publication of the U.S. Department of Transportation, Federal Aviation Administration, is published biweekly by the Employee Information Division, Office of Information Services, FAA, 800 Independence Ave., Washington, D.C. 20590. Telephone: WO 2-5575. Articles of general interest to employees should be submitted directly to Regional FAA Public Affairs Officers: George Fay, Alaskan Region; Robert Fulton, Eastern Region; Jack Barker, Southern Region; Joseph Frets, Central Region; K. K. Jones, Southwest Region; Eugene Kropf, Western Region; George Miyachi, Pacific Region; Edwin Shoop Jr., NAFEC, and Mark Weaver, Aeronautical Center.

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Admiral Willard J. Smith,  
Commandant, U.S. Coast Guard

*EDITOR'S NOTE: The following is the first in a series of articles designed to better acquaint FAA personnel with the six modal administrations of the Department of Transportation and the National Transportation Safety Board which functions under the Secretary of Transportation.*

(Photographs courtesy of U. S. Coast Guard)



Coast Guard Academy Cadets scramble aloft to unfurl sails aboard the 295-foot three-masted training bark, EAGLE. Cadets take a summer cruise aboard the EAGLE as part of their Academy training.

## Coast Guard Celebrates 178 Years

By H. R. Kaplan

Assistant to the Chief, Public Information, USCG

WASHINGTON—One hundred and seventy-eight years of progress have transformed the U. S. Coast Guard from a small revenue service to the world's most versatile marine agency.

"Our missions embrace support of the war in Vietnam, maritime safety and an expanding program in the ocean sciences," said Admiral Willard J. Smith, Coast Guard Commandant, in announcing the birthday of his Service, which began August 4, 1790.

Since 1965, when Squadron One, consisting of 26 eighty-two foot cutters, was dispatched to Southeast Asia to reinforce coastal surveillance in South Vietnamese waters, the Coast Guard has made growing contributions to the Vietnam effort. The first detachment of cutters performed so effectively it was followed, in 1967, by a second detachment, Squadron Three, consisting of five large ocean-going cutters. The total number of cutters in the Vietnamese theater of operations is 31. In the time they have been there, they have helped intercept waterborne movement of men and supplies from North Vietnam to communist forces in the south and have conducted thousands of inspections of native craft suspected of harboring enemy troops or materials. They have captured or sunk enemy shipping, provided gunfire support for U. S. and allied forces ashore and have destroyed enemy installations.

### Varied Role in Vietnam

With the enormous growth of shipping to Southeast Asia, the Coast Guard has been called upon to apply its experience in port safety, handling of dangerous cargoes, resolving disciplinary cases on merchant vessels and solution of problems created by the heavy influx of men and materials to Vietnamese ports. Coast Guard advisory personnel have assisted the hard-pressed young nation in starting a nautical aids to navigation system and have introduced modern concepts of port safety and cargo handling.

The activity around which most of the Coast Guard's day-to-day work revolves is maritime safety. This concern is not limited to search and rescue, but includes accident prevention and a comprehensive merchant vessel inspection program designed to avert sea disasters. Devoting about 15 per cent of its officer personnel to this program, the Coast Guard keeps an eye on all U. S. merchant ships from the drawing board, through operating careers, to final scrapping. It also insures adequate manning of U. S. merchant vessels by qualified licensed personnel and investigates accidents. The Coast Guard has been an important factor in making the U. S. merchant marine the world's safest.

### Many Lives Saved Yearly

It is estimated that nearly 1,100 deaths and 14,000 injuries were prevented last year through this program and that \$150 million in vessel value was saved. Sinking of a chlorine barge several years ago in the Mississippi River emphasized the potential risk to entire populations of port cities into which hazardous commodities in bulk form are carried. To provide a preventative solution, Coast Guard regulations require all vessels, U. S. and foreign, to comply with certain construction standards if carrying these dangerous cargoes.

Rescue at sea still captures the public imagination more than any other Coast Guard activity. The spectacle of planes and cutters braving high winds and stormy seas to aid a distressed vessel or passenger has inherent dramatic appeal. Last year, the Coast Guard assisted vessels and aircraft valued with their cargoes, at \$2,340 billion, or more than four times the Coast Guard appropriation for the year. In that same period, the Coast Guard saved 2,525 lives and assisted 33,000 others, a substantial achievement for a small service with approximately 36,000 officers and men.



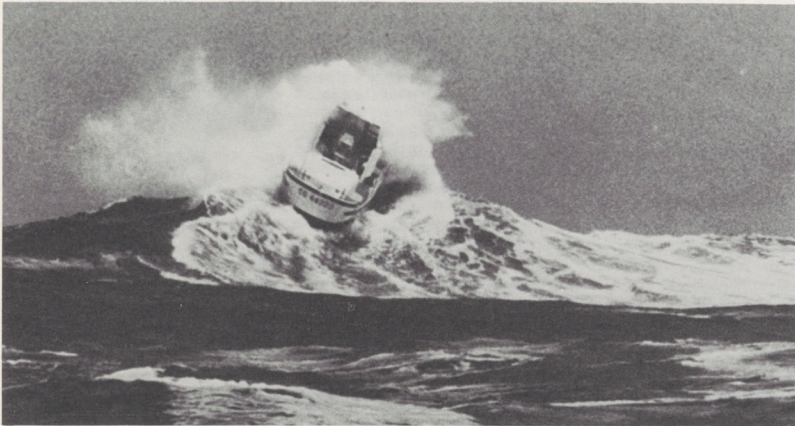
Coast Guard Cadets present the colors shortly before graduation at the Coast Guard Academy this spring. Cadets graduate from the Academy with a degree of Ensign and a Bachelor of Science degree.



The Coast Guard Auxiliary (similar in many respects to the CAP) contributes greatly to maritime safety by offering educational information and courtesy boat examinations to pleasure craft owners. Auxiliariest John Schueler, of Baltimore, Md., examines the engine compartment of a pleasure craft on Chesapeake Bay.



A cross erected to a fallen comrade of Robert Scott's first Antarctic expedition looks over the frozen wasteland as the icebreakers GLACIER and EASTWIND escort the Navy tanker ATLANTA to the U.S. Antarctic Base at Hut Point.



Forty-four foot steel lifeboat, built by the Coast Guard at Curtis Bay, Md., especially for search and rescue work in dangerous, rolling surf such as this. It can roll over a complete 360° and still keep on running. The 16-ton lifeboat is credited with many saves off the Oregon coast where, breakers as high as 25 feet ruthlessly pound ship and shore alike.



Among the duties of the Coast Guard in its support of the Vietnamese war is maritime patrol and inspection of the junks which frequent South Vietnamese waters. Coast Guardsmen aboard the POINT COMFORT inspect the papers and cargo of this junk to make sure it carries no hidden contraband or Viet Cong.



Members of the Coast Guard Auxiliary graduate from the Academy with the rank of first class.

Through computer techniques, the Coast Guard is able to keep track of thousands of vessels in all major oceans of the world and to speed assistance to distressed ships or passengers within minutes after tapping an electronic memory bank.

**Small Boat Safety Stressed**

Coast Guard concern for marine safety extends to the millions of pleasure craft operated on our waterways. Greatly facilitating its work in small boat safety is the Services' volunteer arm, the Coast Guard Auxiliary whose 25,000 members actively patrol regattas and other outdoor marine events, conduct safety courses, carry out courtesy motorboat examinations and take part in search and rescue. In 1967, Auxiliariests saved 181 lives and answered 6,917 calls for assistance.

The Coast Guard's century-long research in the ocean sciences (Oceanography) continues to show a definite upward trend. A Coast Guard cutter, carrying Service oceanographers as well as scientists of other agencies and of universities, will be dispatched to carry out a detailed surface study of iceberg-producing glaciers of Greenland.

The study is closely allied to the Coast Guard's renowned International Ice Patrol, operated by the Service since 1913 to protect North Atlantic shipping against the hazards of bergs and floating ice.

**Will Supply Ice Island**

At the top of the world, the Coast Guard will attempt to re-supply the floating research ice island, T-3, deep in the Arctic ice pack. Inaccessibility of the island has made delivery of diesel fuel by ship impossible for the past several years.

Work is still in progress in an effort to deliver fuel to the scientists on their floating research station. If successful, this will be the deepest penetration of the Arctic region by a surface vessel.

In 1967, Coast Guard scientists made their way into un-

charted areas of the Antarctic's Weddell Sea. They made the first comprehensive scientific assault on this remote part of the world since the expedition of the British explorer, Ernest Shackleton, in the early years of this century.

For generations, mariners have come to rely upon the Coast Guard to provide them with nautical signposts. At present, it maintains more than 42,000 nautical aids to navigation.

Revolutionary in approach is the National Navigation Plan being developed by the Department of Transportation, through the Coast Guard and FAA, together with the Department of Defense.

Holding great significance for the future is recent adoption of a Sea Lanes system for San Francisco Harbor approaches to reduce chances of ship collisions in approaches to the bay.

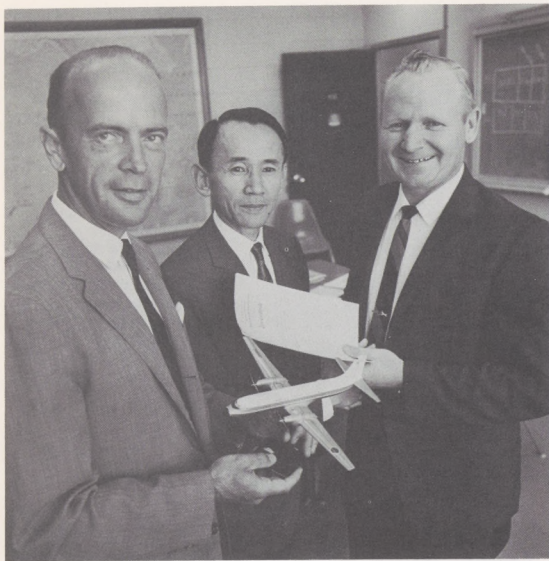
Responsibility for insuring that bridges across the navigable waters of the United States are not unreasonable obstructions to navigation was assigned to the Coast Guard when it became part of DOT.

**Fleet Expanded**

Since 1962, the Coast Guard has constructed and commissioned ten advanced 210-foot cutters. Six others are under construction and will probably be in operation by the end of June 1969. Five 378-foot cutters are already in operation, and an additional four will enter the fleet by the summer of 1969.

In the field of search and rescue aviation, which the Coast Guard pioneered since 1916, three HC-130H four engine aircraft of the most modern design were acquired during the year. They will be based at Kodiak, Alaska to support law enforcement, search and rescue and logistics operations.

Impressive as the Coast Guard's record has been over the years, it has no complacency about its achievements. It will continue to strive to provide the Nation and the world maritime community with the finest service humanly possible.



### Yes For YS-11

Keith Anderson (right) Chief, PC's Flight Standards Engineering & Manufacturing Branch, presents an FAA Type Certificate for the Japan-manufactured YS-11 aircraft to Tatsuzo Tsukuda. Director Phillip Swatek holds model of YS-11. Tsukuda, of Japan's Nihon Aeroplane Manufacturing Company, was presented the certificate at FAA's Honolulu Regional Office.

## Laud GADO, FSS Chiefs

SAVANNAH—At the recent Powder Puff Derby Awards Banquet held at the DeSota Hilton Hotel here, James Parnell, GADO principal maintenance inspector, was singled out for individual recognition for outstanding services during the 22nd Annual All-Woman Transcontinental Air Race (AWTAR).

According to Eldon Davidson, Manager of Savannah Municipal, Parnell was FAA's "Ambassador of Good Will . . . Jim's personality and willingness to help without being asked reflected the image I am sure you wish to project for the 'Friendly Aviation Administration.' Even though he was not required to jump in, he certainly may be credited with solving a multifarious group of problems involving women, transportation, aircraft mechanics, lost keys and other details too numerous to mention."

Ironically, Parnell was unable to receive his well-earned ovation at the banquet. Another telephone call

had sent him scurrying on his way to investigate a reported aircraft accident in an adjacent city.

Special kudos also went to Lloyd Hauser, FSS Chief, and his staff, who provided continuous detailed weather briefings for pilots, race timers and other AWTAR officials.

On the last day of the race, extended 24 hours because of bad weather, the FSS set up a special flight handling position which was maintained from 7 a.m., until 9:30 p.m., when they finally got the last lady in and on the ground safely. Because of their special handling and the help provided by Jack Garrison, Augusta Tower Controller, who was detailed to Savannah to handle the special AWTAR ham radio network, contact was maintained with all of the pilots as they pushed across the country for the finish line in Savannah.

Also praised by AWTAR for their excellent assistance were Jess Wixon, Savannah Tower Chief and his staff of controllers.

## Agency Aids Apollo Program in PC

HONOLULU—When the first American Astronauts reach the moon in the not-too-distant future, the Pacific Region will have played an integral part in the achievement.

At the outset of the program in 1965, the National Aeronautics and Space Administration and the Air Force Western Test Range approached Pacific Region officials to suggest co-location of their radio equipment with FAA facilities. An agreement was reached under which the agency would install and maintain radio equipment furnished by NASA and the Air Force. The first portion of equipment was installed in late 1966 as a crash program to support the first manned Apollo flight scheduled for December, 1966. That effort ended in a disastrous spacecraft fire at Cape Kennedy.

Since that time, the radio equipment buildup has been in progress in preparation for future Apollo missions, and is scheduled to continue until about mid-1969. By that time, FAA stations on the islands of Oahu and Molokai will have antennas and equipment valued at some \$2 million and ready to perform their vital missions in support of the national space program.

### Coordination Needed

The brunt of the FAA effort fell on the Airway Facilities Division headed by Norman Thompson. Careful coordination was required to get the project rolling and keep it on a tight schedule to dovetail with Apollo mission planning. All this had to be done without jeop-

ardizing FAA's efforts in meeting the air traffic buildup in support of the Vietnam war.

Overall direction of the FAA effort was assigned to Bernard La Porte, Airway Facilities electronics engineer. As project manager, La Porte coordinated efforts of the numerous division segments handling design, procurement, contracting, shipping and installation.

All these efforts are playing a key role in preparations for sending the earth-orbiting Apollo spacecraft rocketing toward the moon. The command for that mission will be issued from the Pacific Ocean area and hopefully, successful recovery of the returning spacecraft will be in the same area.

### FAA Gives Boost

The FAA's contribution to these delicate operations in spatial navigation lies principally in the communications realm. A high quality communications network is required to link space program headquarters in Houston with supporting ground stations and the spacecraft itself.

During Apollo missions, in areas where the spacecraft is out of direct contact with land stations in the network, specially-instrumented ships and aircraft will be deployed in the Pacific. These ships and aircraft must be in constant communication with Houston headquarters to exchange computer data on position, speed, and other parameters of the spacecraft's flight, and to relay voice communications to and from Astronauts in the spacecraft.

The Pacific Region has been commended by NASA and the Air Force Western Test Range for the agency's efforts in assisting them in preparation for these new strides in the space program.



### Moon Bound

When astronauts in this APOLLO Veri-Vehicle land on the moon, after being carried there by a Saturn missile, FAA employees of the Pacific Region and its radio communications network will have helped do the job. The agency is installing and will maintain radio equipment furnished by NASA and the Air Force for use in the planned moon shot.



### Coach and Team

Merl Solberg, a Denver ARTCC Specialist, stands (third from right) with the American Legion baseball team he has been coaching for the past two years. Solberg was instrumental in rebuilding the baseball diamond, fences and bleachers and this year he and his crew added restrooms, a press box and an electrical scoreboard.

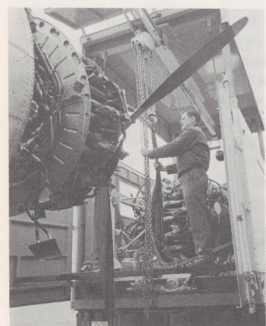


### He's out, Out, OUT!

The final words come from Umpire Barney Orgill, Albuquerque Center controller, despite coercion from youth coaches SATCS Bob Walkup (left), Albuquerque Center, and SATCS Jim Davis, Albuquerque Tower/RAPCON. They are three of nine Center and Tower control personnel who, after a hard day separating airplanes, teach baseball to youngsters. Others helping to teach lads (ages eight through 15) are: SATCS Roger Dieterich, ATCS Cecil Trott, ATCS Leo Hise, and ATCS Dick Davison, Center; ATCS Rex Finch and ATCS Jack Kilmer, Tower.

(Photo by Robert Thanisch.)

## Inexpensive Changes Made With Engine Shop on Wheels



### Handy Item

Mechanic Albert Meck adjusts chain hoist before removing propeller. Spare engine is aboard. All equipment, tools and parts to perform the engine change are on the truck.

ATLANTIC CITY—A surplus Army truck, acquired at no cost to NAFEC and modified recently to handle emergency airplane engine changes, is saving the agency more than \$700 per engine change.

This estimate was made by V. G. Sanborn, Chief of the Aviation Facilities Division, which operates the Center's huge 200-man aircraft maintenance base.

The truck is used when a NAFEC airplane requires an engine change away from its home base. It contains folding work-platforms, propeller and engine hoist, and appropriate equipment, tools and engine parts. In addition, it has lighting, heaters and weather protection, and also can be used to tow airplanes.

The truck is big enough to carry two engines. It can also drive over rough terrain to support salvage work on a plane.

## Symphony, Pilots Achieve Harmony

LOS ANGELES—Pilots in Southern California and officials of the Hollywood Bowl have agreed it is much better for a pilot to enjoy "Symphonies Under the Stars" from a seat in the Bowl rather than from a seat in a noisy aircraft flying over during a performance.

Under the terms of the friendly agreement, licensed pilots residing in Southern California will get complimentary tickets to Tuesday and Thursday concerts of the Los Angeles Philharmonic Orchestra during the current Bowl season.

In return, pilots in flight agree to avoid the Bowl during performances.

The Bowl's box office will issue two free tickets upon the presentation of an active pilot's license up to two days prior to the desired concert with best available seating.

# 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. Tippetts, 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:** If a schedule of six 8-hour days is established for a facility, would an employee receive overtime pay for one of his formerly scheduled regular days off or for work performed after he has worked 40 hours in the workweek, beginning 0001 Sunday and ending at 2400 hours the following Saturday?

**Answer:** When a regularly scheduled 48-hour tour of duty (six 8-hour days) is established for a facility, the employees have a new scheduled tour of six 8-hour days and one scheduled regular day off. An employee is paid overtime for work performed on the sixth scheduled workday in that workweek, i.e., after he completes 40 hours in a pay status in the workweek. **EXAMPLE:** An employee is scheduled to work six 8-hour days: Sunday, Monday, Wednesday, Thursday, Friday and Saturday with Tuesday as his scheduled regular day off. He receives overtime pay for work performed on Saturday.

**Question:** An employee's regular days off are Wednesday and Thursday. He is called to work on Wednesday. Would he be eligible for overtime pay on Wednesday or would 40 hours of regular time have to be completed for that workweek to satisfy requirements?

**Answer:** Yes, he receives overtime pay for work on Wednesday, provided he is in a pay status (actually works, or is on paid leave) for the remainder of his scheduled 40-hour tour in that workweek.

I have four questions:

**Question:** (1) Is the Certification Program equitable? I have 13 systems certifications and I know journeyman technicians who have only three systems certifications.

**Answer:** Every effort has been made to assure the equity of the Airway Facilities Maintenance Personnel Certification Program. The requirement to possess certification relates directly to the responsibilities assigned. The number of systems a technician is required to be certified on depends upon his assignment. Inasmuch as the agency provides the training and fully compensates the employee during the training period, it's hard to see why anyone would consider the certification requirements unfair.

**Question:** (2) Is the employee recertification requirement valid? I have not been and do not expect to be able to comply with 3400.3, paragraph 9 (1) in order to retain certification. Therefore, I must rely on 3400.3, paragraph 9 (2) for certification. Would I be considered competent to retain certification if I read the meters on an ILS system once a quarter for two years? Would I be competent to retain

other certifications if I only maintained all of the systems in a similar manner?

**Answer:** In order to retain his certification credentials on a system, an employee must have been actively engaged in appropriate maintenance or technical activity on the system for not less than six months during the preceding two-year period. In addition, he must have maintained an acceptable level of competence as indicated on the annual performance review. Reading the meters on an ILS or any other system once a quarter does not constitute active maintenance or technical activity on the system. Under these circumstances, the employee could not maintain currency and it would be the responsibility of the Sector Chief and Area Branch Chief to take the necessary action to revoke the employee's credentials for such systems.

**Question:** (3) Is paragraph 3c. (1) realized in that all electronic technicians require common skills, namely a thorough knowledge of electronics? For example, a journeyman Navoids technician did not fix an audio amplifier as he did not have communications certification.

**Answer:** Certification credentials are not required for the physical repair of equipment. They are required for the individual assigned, the responsibility for the determination and documentation of the operational status of certain systems.

**Question:** (4) How is it possible that a Navoids technician with five men has a relief technician assigned as part of the complement, while a communications section with eight men does not have a relief technician?

**Answer:** Staffing of a sector is the responsibility of the area office and is an operational consideration not within the scope of "Direct Line."

**Question:** Can watch schedules be established which rotate every 21 days?

**Answer:** Yes. Watch schedules which do not require an employee to work more than six consecutive days in one workweek meet the requirements set forth in PT P 3600.3.

We have two related questions: **Question:** (1) In May 1967, the agency issued a guide for the classification of avionics technicians. Does this guide apply to the Aircraft Services Base at the Aeronautical Center?

**Answer:** (1) Yes, this guide was issued for use in conjunction with the Government-wide standard for the electronics technician series, issued by the U.S. Civil Service Commission. Its purpose is to provide guidance in the application of these standards to the FAA work situation.

**Question:** (2) If the answer to question 1 is yes, for what reasons has the Aeronautical Center and ASB not upgraded their Avionics Technicians?

**Answer:** (2) Issuance of a classification guide does not necessarily require upgrading of any positions, but rather provides descriptions of current work situations at various grade levels. If you feel that your position meets the description of work at a higher grade level in the avionics guide, you should discuss it with your supervisor or a member of the personnel office staff. You will be advised of the basis for the classification and, if you wish, of the proper channels for obtaining a review of classification decisions.



## Sailplane Savers

Timothy Kelly (seated), ATC specialist and John Hays, SATCS and watch supervisor, both of the Roswell, N.M. FSS, relax in front of the Direction Finding console they used to guide a lost sailplane pilot around a thunderstorm and to a safe landing.

## Sailplane Pilot Brought in Safely

(Continued from page 1)

Hays and I realized that the appreciable difference between working a DF orientation for an unpowered and a powered aircraft is that the sailplane cannot always maintain a constant heading and still maintain altitude. Therefore, Hays and I communicated considerably with the pilot to ascertain if he recognized geographical landmarks and if he was maintaining altitude.

Radio communication with the sailplane became intermittent and eventually was lost. Shortly after this breakdown in communication, I established contact with the pilot of a general aviation plane that had departed Roswell en route to Hobbs, N. M. The pilot agreed to assist in guiding the sailplane pilot to Roswell Airport.

I vectored the airplane to the last position I had of the sailplane. The powered plane's pilot soon reported that visual and radio contact had been made with the lost sailplane. He then led it to the vicinity of the air center. By this time the sailplane had lost altitude and its pilot had to make a forced landing, with no damage to his craft, in a clear area adjacent to the airport.

This was a new experience for me, but not nearly as difficult as I thought it might be. Reflecting on the experience that lasted nearly an hour, Hays and I both agreed we much prefer the machine age and aircraft with engines that keep pilots airborne.



## Safe Flyers

Ross Johnson (left) Chief, Flight Standards in San Francisco, presents FAA Aero Club Flying Safety Award to Lt. Col. Paul Hess (right), Castle AFB B-52 pilot and president of the Castle AFB Aero Club. Johnson commended the Club on the skill and judgment displayed by the membership in earning this highly prized recognition of an accident free year. During the period covered the club had 6,485 hours of flying.

# New Law Cites Penalty For Riot Participation

WASHINGTON—The recently enacted Public Law 90-351 clarifies the action to be taken when employees or prospective employees are found guilty of participating in riots or civil disorders. Provisions of this legislation were made a part of the Federal Personnel Manual by FPM Letter 735-5.

Under terms of the law, any individual convicted by Federal, state or local court of a felony in connection with a civil disorder is ineligible to accept or hold a position in the Federal or D. C. government for five years after his conviction. Offenses covered include: (1) inciting a riot or civil disorder; (2) organizing, promoting, encouraging or participating in a riot or civil disorder; (3) aiding or abetting any person committing an offense specified in 1 or 2 above; (4) offenses determined to have

been committed in furtherance of or while participating in a riot or civil disorder. A "felony" is defined as any offense for which imprisonment is authorized for a term exceeding one year.

The new law applies only to acts committed after June 19, 1968, the date of enactment. Acts committed prior to that date, however, may be the basis for disciplinary action under regular agency authority. Under the terms of this new law, any individual holding a position in the government of the U.S. or the District of Columbia must be removed from that position if convicted of a felony related to a riot or civil disorder.

Employees should be aware of the law and recognize its potential significance. If you have questions concerning this law, and its application, contact your local personnel office.

## Thomas Addresses Nashville Leaders

(Continued from page 1)

During his address, Thomas said America was confronted with a dynamic aviation growth rate "that threatens to overwhelm us unless we meet its challenge."

He reminded the gathering that airport problems are no longer of concern only to airport people.

"The economic vitality of the entire area and the total transportation system of the community may depend on broad public understanding of aviation's growing significance in human affairs," he said.

Thomas cautioned the group against taking an excessively long-range look at what may be short-term needs because the rate of growth continues to outdistance forecasts. On the horizon, he said, are more planes, bigger planes, faster planes and a greater variety of planes—all competing for the ground and airspace available.

He discussed the cost of needed improvements to keep pace with this tremendous growth and pointed out that the Federal government cannot totally finance programs needed in the next ten years. These improvements, he stated, should be supported by primary users of the expanding system through a program of reasonable, equitable and sensible user charges as recommended by the FAA to Congress.

"Money and effort put into the National Airspace System will pay a beautiful return in terms of business, jobs, buying power and general prosperity," he said.

Other dignitaries participating in the symposium included William Perreault, Program Manager, Lockheed 500 Galaxy Program; William Downes, Jr., Chicago Commissioner of Aviation; Brent Welling, Jr., Transportation Editor, *Business Week* Magazine; Thomas Price, Executive Vice-President, Flight Safety Foundation, Inc.; and E. W. Norris, Washington Representative, The Boeing Company.

## Solutions Cited For Traffic Woes

(Continued from page 1)

trollers and we are reactivating air-traffic controller training at our Aeronautical Center.

"We have not surrendered to the situation or capitulated to congestion as inevitable to commercial flights in high density areas. To the contrary, we are taking prompt, and what we feel are productive steps to deal with current conditions to the best of our ability and to the limits of our authority."



## Reassigned

Brig. Gen. John R. Kullman, USAF, Deputy Director of the Alaskan Region for the past two years, has been reassigned to Headquarters, North American Air Defense Command (NORAD), Colorado Springs, Colo., as Director of Plans and Policy. The General assumes his new duties September 16.

## Aide Named

LOS ANGELES—Robert C. Huber has been appointed Assistant Public Affairs Officer for the Western Region, replacing Clifford Cernick who has taken over as Chief, Employee Information Division, in Washington.

Prior to his appointment, Huber served as both an air traffic controller and crew chief. He has experienced problems in high density traffic during his stint at Los Angeles tower.

Huber is a licensed pilot and holds a second class commercial radio-telephone ticket.

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Harriet Weber, working as an editorial assistant in the Publications Division of Information Services her second summer, will be a junior at San Francisco State College.



Jan Watts (left) and Sue Shapiro, co-editors of the YOC weekly newsletter, "Take-Off!" will be returning to the University of South Carolina and Brandeis University respectively. Sue wears a Safari outfit with patterned stockings.



Carol Allen (left), administrative clerk in Personnel, gives a handful of summer lovelies tips on the Washington scene. The girls, and their colleges, are (left to right): Sharon Yamada, Frostburg College; Cynthia Aloï, University of Maryland; Sharon Bertolini, Medical College of Virginia; Susan Attebury, Texas Tech., and Ann Liming, still undecided.



One of the joys of summer employment is cashing in one's paycheck, according to Mya Marcus, accounting technician. Her "flower power" dress and net stockings are in keeping with youth's move to dress up to the minute. She attends the University of Maryland.



Holly Walters (seated), a deaf-mute employed as a clerk-typist in the summer who returns to Gallaudet College this fall, gets a message from LaVerne McCain, stenographer. Both work for the Procurement Operations Division of Logistics at Headquarters.

## Co-ed Dresses And Tresses

WASHINGTON—Characterized by mini-skirts and maxi-intelligence, 83 college co-eds are lending grace and good looks to FAA Headquarters this summer.

Brought on the rolls primarily as clerk-typists, the girls have actually found themselves Jills-of-All-Trades. In fact, they have performed so deftly in a broad spectrum of assignments, their bosses already are regretting fall's inevitable summons back to campus.

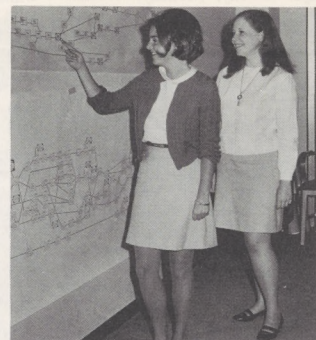
These girls are among the several thousand college students working for the Federal government this summer. This group was the first to take the upgraded Civil Service eligibility exams, making them victors in extremely stiff competition.

Some are native Washingtonians, finding in their jobs an opportunity to make more money than they might expect from temporary employment in private businesses. Others have converged on the Nation's Capital this summer to experience their first taste of public service, particularly during a lively political year.

Whatever their reasons for seeking FAA employment, the sorority has contributed intelligence, imagination and initiative to FAA this summer. They also have shown, as these photos indicate, that aesthetics enjoys a rightful place in government amid their square FAA elders who might wonder what it looks like to be a member of the Now Generation.



Karen Korade (left), clerk-typist, talks with Georgia Vavra, assistant illustrator, in front of equipment she uses in graphic arts work. Karen attends Johns Hopkins University, while Georgia will return to George Washington.



Looking over a PERT chart on the National Air Space Stage A in Manpower Planning Staff are Susan Jones (left), clerk-typist from Wheaton College and Judy Neary, personnel clerk, from Georgetown University.



A blonde, a brunette and a redhead find a copying machine saves a lot of extra typing as they duplicate vital papers. They are (left to right): Jan Latchford, Towson State College, Office of Noise Abatement; Billie Leshler, Drexel, and Mary Werner, University of Toronto, who are assigned to the Office of the Administrator.



Cynthia Gottlieb (left) and Kathy Fitzgibbons, clerk-stenographers in the Office of General Aviation Affairs, admire a color photograph of a popular single-engine light airplane. Cynthia goes to Cornell; Kathy to the University of Wisconsin, at Madison.



Lucy Bennett (left), NASPO Test Deployment Division, and Sandra Greenberg, NASPO System Division, respectively look forward to returning to Southern Illinois University and the University of Chicago in September.



Wearing a leather mini-skirt, Cheri Lyle is a clerk-typist for the Air Safety Analysis Group in Flight Standards. She matriculates at Mississippi College this fall.