



Excellence Recognized

Superior work performance, efficiency and general excellence brought Paula Hundley recognition as the Central Region's "Outstanding Handicapped Employee of the Year," an award being presented by Regional Director Edward Marsh. Paula's co-workers in the Systemsworthiness Analysis Team office witnessed the ceremony. At right is Browning Adams, Flight Standards Division chief.

Secretary Exemplifies Pluck, Determination

By Dave Myers

KANSAS CITY—Three years ago, Paula Hundley was injured in an auto accident that left her paralyzed from the waist down. During the next five months, while undergoing treatment and rehabilitation, she saw other handicapped persons who had not been out of the house since their injury.

"I vowed then that I would not be a case of 'sit-at-homeism', too," Paula said. So, in April, 1966 she returned to her job as a secretary in the Regional Counsel's Office on a part-time basis. Soon, she was able to work full time.

In December, 1966, Paula was selected for a new job as secretary to John Hughes, Chief of the Systemsworthiness Analysis Team.

In this position, she oversees the work of three secretaries and is responsible for office administration.

"The success of Paula's efforts is attested to by an efficiently-run organization and excellent working relations with her fellow employees," Hughes said. "Her sound judgment has resulted in higher efficiency on the part of everyone."

One of Paula's biggest problems after returning to work was proving that she could take care of herself. Co-workers had a natural tendency to try to "help out." Now they know Paula is not only capable of taking care of herself but is also able to help others.

Paula's determination, courage and enthusiasm recently were recognized formally at Central Region Headquarters when Regional Director Edward Marsh presented her with a certificate designating her the region's "Outstanding Handi-

capped Employee of the Year." The certificate, signed by former Administrator William F. McKee, is "For recognition of excellence in achievement as reflected by superior work performance in spite of severe limiting physical factors."

In presenting the award, Marsh commented: "We never really regard Paula's work in connection with the fact that she occupies a wheel chair. She does exceedingly well by any standards."

Symposium Set On Maintenance

OKLAHOMA CITY—The agency's Fourth International Maintenance Symposium will be held here December 3-5 at the Skirvin Hotel.

This year's theme, "The Man in the Maintenance Reliability System," will reflect the importance of the human factor in the aircraft maintenance system. Papers will be given by speakers from the aircraft manufacturing and airline industries, government, military and aircraft service organizations and private operators of large or complex aircraft.

Formal and informal discussions will be held on programs aimed at achieving positive results in improving utilization and advancing the knowledge and skills of technicians engaged in aircraft maintenance.

All segments of the aviation community have been invited to participate. Companies have been invited to send exhibits applicable to the symposium theme.

Rapid Growth, Brisk Traffic Pace Mark Progress At Dulles Airport

By Diane Enos

WASHINGTON—Dulles International Airport, at Chantilly, Va., is rapidly becoming as popular as its designers envisioned it would become, when ground was broken for the facility in 1958. Dulles has ushered through its gates more than 983,000 international and continental passengers so far this year, and still has four months of service to go.

Surprise! They Played 'Last Waltz' for Karen

SALEM, Ore.—For Karen Prentice, assistant controller assigned to the temporary tower at the recent Salem Air Show, it was the end of a hot, busy day.

It also marked the end of her first year of service with the FAA.

Soroptimist Club Elects Stinson To Major Office

WASHINGTON — Katharine Stinson, Technical Assistant to the Chief, Engineering and Manufacturing Division, Flight Standards Service, recently was elected First Vice-President (President-Elect) of the Soroptimist Federation of the Americas. Her first official assignment as President-Elect was to attend a meeting of the Soroptimist International Board of Directors in Dublin, Ireland.

The Soroptimist is the world's largest professional club for women, with a membership of well over 28,000. The organization is patterned after Rotary, in that membership in each chapter is limited to one person from each business or professional classification.

Miss Stinson, the first woman engineer to be a member of the FAA team, has a private pilot ticket.



Miss Katharine Stinson

She started her career with the FAA in 1941 as a Junior Aeronautical Engineer.

Highly lauded by the agency, she has been the FAA nominee for the Federal Women's Award three times. She is a member of the FAA Women's Advisory Committee on Aviation, Society of Women Engineers (Past President), Ninety-Nines (District Treasurer), AIAA (Sec.-Treas., Washington Chapter) and the American Society of Mechanical Engineers.

Working with Bill Bush, Chief of the Portland Tower and Bill Owen of the Troutdale Tower, Karen helped provide air traffic service to several hundred aircraft by the time the temporary tower was ready to close up shop.

Then something happened which Karen will not forget for a long time. A tall Marine sergeant in dazzling blues marched up the steps to the tower platform. He stopped in front of Karen, then saluted smartly and handed her a cake bearing a single candle.

The Master of Ceremonies paid tribute to the FAA contribution to the air show in an announcement carried over the public address system and explained that Karen was completing her first year with FAA.

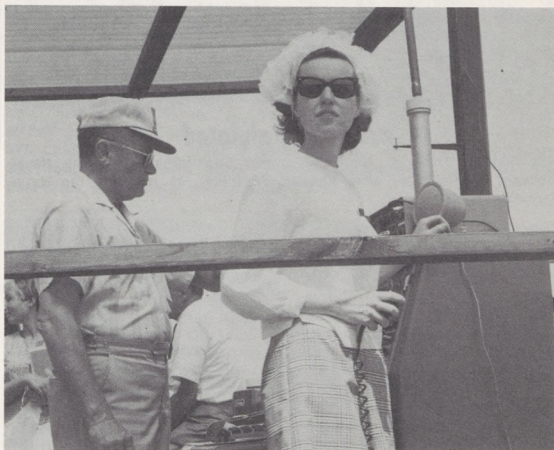
While the crowd applauded, the Third Air Wing Marine Band from El Toro, Calif., broke into the strains of "The Anniversary Waltz."

Karen was surprised, flabbergasted and pleased.

Karen learned to fly at the age of 17 and within three years had both her commercial and instrument ratings.

She recalls that the day on which she was notified that her application for employment with the FAA had been accepted was "one of the happiest of my life."

Her regular assignment is as an assistant controller at Troutdale Tower near Portland.



Unknowing, Unsuspecting

Karen Prentice, comely assistant controller on temporary duty at the Salem, Ore. Air Show was in for a surprise shortly after this photo was taken with Bill Bush, Chief, Portland Tower who headed the temporary tower's staff. Karen's one-year anniversary with the FAA was marked by a most unusual and unexpected ceremony.

Various Programs Now Benefiting Many Under-Privileged Youngsters

LOS ANGELES—The Western Region has almost 200 educationally and economically under-privileged youth working in a broad range of assignments from secretary and engineering aide to laborer and file clerk.

The region is now in its fourth year of total involvement in special employment programs such as the Youth Opportunity Campaign, Stay-in-School Program and Neighborhood Youth Corps.

From the inception of the YOC Program in the summer of 1965, the region has stressed the importance of effective agency and

job orientation, career counseling and development of basic skills. Participants in the region's YOC Program attend group career counseling sessions, tour agency facilities, participate in special training programs conducted by representatives of the telephone and business machine companies and are afforded the opportunity of taking a ride in an FAA aircraft.

To further assure success of the program, supervisors are briefed concerning their special responsibilities in working with YOC participants. Supervisory evaluations and individual career counseling

and exit interviews are provided by members of the personnel staff. The program has been highly successful in introducing these youngsters to the responsibilities of the work-a-day world and guiding development of their career aspirations. It has also helped with the region's workload.

The region has also been co-operating with the Coast Guard in providing special tours of FAA facilities for their special summer employees. During the past four years, hundreds of Youth Opportunity Corps members from other Federal agencies have been given tours of FAA facilities throughout the region.

Arvin O. Basnight, Western Region Director, is Chairman of the Federal Executive Board YOC Task Force. In this role, Basnight has been responsible for issuing guidelines designed to assist all Los Angeles Federal agencies in developing their orientation, career counseling and training programs for YOCs. In addition, the Task Force has arranged career tours to at least two business, industrial or governmental activities for approximately 700 Southern California YOCs working with Federal agencies. This group is now finalizing arrangements with an air carrier to provide more than 200 YOCs a jet airplane ride in Southern California aboard an elongated DC-8.

In addition to participating in the YOC/BTS Program, the Western Region has been very active in working with local agencies in hosting Neighborhood Youth Corps participants. At the present time, ten such youths are assigned to the Regional Office, with others working in field locations.



Youth Is Served

The Washington Area Office PT Branch was recently cited by the Vocational Industrial Clubs of America, through the Fairfax, Va., High School Industrial Club, for special services in the development of young people through the Youth Opportunity Campaign. Dorothy Hamilton (right), a YOC employee, presents the certificate to Jane Sapo of the PT office. Male representatives at the ceremony were Area Manager Stanley Henceroth (left) and Herb Scurlough, PT Chief.



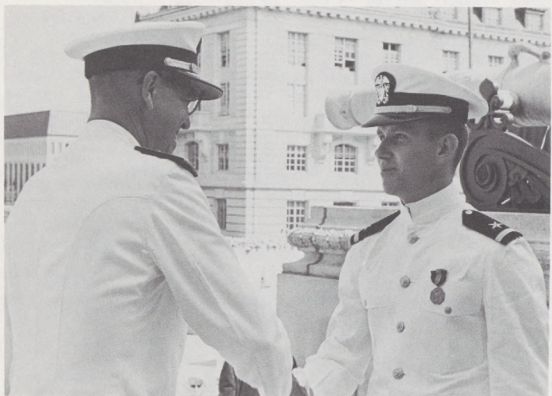
First Flight

Youth Opportunity Campaign (YOC) employees prepare for their first airplane flight with Western Region Flight Test personnel as their pilots. Providing rides on official agency flights for YOC employees is a regular part of the Region's orientation program for summer employees. (Left to right): Aurelia Schiavo, Norma Allen, Joseph Tymczyszyn, Lavern Hardwick, Faye Smith and Paul Gibson enjoy the cooperative effort.



Bindery Worker

Bonnie Lee Bergin, 18 years old and a Youth Opportunity Corps worker in the Alaskan Region, is assigned to the Bindery Section of the Printing Plant. She is gaining experience in the use of all bindery equipment and has proved of real value in offsetting the workload imposed by summer vacations for regular employees. Bonnie plans to attend the University of Michigan.



Hero Congratulated

Rear Admiral Draper L. Kauffman, former Superintendent of the Naval Academy, congratulates Ward Masden, Jr. (right), on receiving the Navy-Marine Corps Medal.

Employee's Son Decorated

ANNAPOLIS, Md. — Ensign Ward Masden, Jr., son of Ward Masden, special assistant on helicopter matters, Flight Standards Service, was recently awarded the Navy's highest non-combat medal—the award for heroism.

On January 6, while serving at the U.S. Naval Academy, Masden saw smoke pouring from the rear of a house in Annapolis. He rushed in, located the telephone and called the fire department. Finding an elderly man on the first floor, he led him from the dwelling.

While leading the first man to

safety, Masden saw another person on the second floor of the building. Re-entering the now-flaming home, Masden found an 88-year-old man, who had become panicky and was unable to leave the building unaided. He helped the second man down the stairs, which were now obscured by smoke, and led him from the burning building.

Masden is now in flight training at Pensacola Naval Air Station. His father, Ward Sr. (see *F.A.A. Horizons*, June 10) received his wings 31 years ago.

Contrast Between Old, New Alaska Amazing to Early Agency Director

ANCHORAGE — Marshall C. Hoppin, Alaskan Region's first Director who retired in 1945 and now lives in Brookings, Ore., paid a nostalgic visit here recently. He stopped in on Lyle Brown, the current Director, and reminisced with him about the region and aviation in the old days.

Hoppin was one of a group of aviation pioneers who worked out of the Seventh Region headquarters in Seattle. He came to Alaska in the late 30's to establish an airway system in the former territory.

Communications and navigational aids had to be installed and intermediate airports had to be constructed to keep pace with aviation needs of that time. A field office was established in Anchorage in 1939 and Hoppin was placed in charge.

"Airports in those days were mere clearings scratched out of the wilderness," recalls the oldtimer. "They were built by the air carriers of the day—the 'bush' pilots who were just beginning to organize small companies to provide scheduled flying service to mining camps and remote villages around the territory."

In 1941, a major reorganization took place. Alaska was established as the Eighth Region and Hoppin became its first Director, a position he held until his retirement from the agency in 1945.

In that same year he became

president of Alaska Airlines. A few years afterward he launched his own real estate firm in Anchorage.

Lyle Brown's attractive offices on the eighth floor of the Hill building—the Alaskan Regional Office—offered Hoppin a magnificent view of the mountains, the city and the Cook Inlet. With a population approaching 100,000 and a skyline beginning to match those of major metropolitan areas "outside," he hardly recognized the city which had sprouted in less than 30 years from a mere village of 2,000 people to the metropolis of today.

Reflecting on the importance of aviation to Alaska in the old days, as well as now, Hoppin commented to Brown that so much had changed—and yet so much remained the same.

Today, silvery jets edge around the mountains and Cook Inlet into traffic patterns at International Airport, as did the Ford "Tri-motors" of the late 30s. Merrill Field and Lake Hood are swarming with general aviation aircraft today just as they were in the old days.

Marshall Hoppin is a man who should know. He's seen it . . . then and now.



Directors—Old and New

"That's where I used to work," explains Alaska's first Director Marshall Hoppin, to current Director Lyle K. Brown. He points to the Alaska Railroad yards where the old Eighth Region had its offices. Now retired, Hoppin visited Brown while on a trip to Alaska from his retirement home. "I would like to hear from some of my old friends," said Hoppin. "My address is Box 446, Brookings, Ore. 97415."

Controllers' Outlook Is Brightened By New Closed-Circuit TV Hookup

NEWARK, N.J.— Though the only "living color" on the picture tube is green, controllers in the Newark tower cab are happy with their new TV set, because those all-important blips are now easier to see.

A closed-circuit TV system with a bright screen radar display was recently installed in the Newark cab. Similar displays are slated to go into tower cabs at Kennedy and LaGuardia Airports.

The new system enables the controller to see the complete traffic picture with a quick glance at the overhead monitor. Previously, he had to rely on telephone reports from the radar room, or turn away from observing traffic to peer at a hooded radar screen. In doing this, however, several seconds elapsed before his eyes adjusted to light in the tower so he could sight incoming airplanes.

At the heart of the new system is a high-resolution TV camera with uniformity of brightness and contrast capable of transmitting the fine detail of the radar screen to the control tower. The camera is equipped with a storage device permitting an output 20 times brighter than that of a home TV set. The camera's resolution of 1,000 horizontal lines is more than two-and-a-half times that of a home television receiver.



Before and After

Air traffic controller at Newark Airport demonstrates the difficulties of viewing a radar screen in the control tower cab before a closed-circuit television was installed there. After "reading" the screen, he formerly had to relay information to another controller (in background) then returned to his own post to observe incoming and departing aircraft. Now, a mere glance at the overhead TV receiver shows the controller the location of all aircraft beyond visual range.



Operational

A BRITE-1 display backs up and verifies information for Controller Sam Barrick as he handles local control traffic in Dallas-Love Tower cab. The new display, operational since June, is the first in the Southwest Region. Controllers are experimenting with locating the unit for the greatest ease in operation.

Bond Drive Victory Brings 'Hayride' in Wheelbarrow



Losers Pushes

Jay Taylor, Chief, Airway Facilities Branch, Memphis Area, enjoys ride aboard the "Memphis Bond Barrow" after winning a bet from Tom Dillard, Chief, Air Traffic Branch, who wagered AT would "outdo" AF in the recent U.S. Savings Bond drive.

MEMPHIS—In a weak moment, Tom Dillard, Chief, Air Traffic Branch, bet Jay Taylor, Chief, Airway Facilities Branch, that Air Traffic would outdo Airway Facilities in the recent Savings Bond Campaign.

Wagering parties agreed that the loser had to push the winner around the area office in a wheelbarrow. At the close of the drive, Airway Facilities won with a rousing 99 per cent participation, field and area combined.

Memphis area office employees watched with delight as the usually dignified Dillard, true to his word, came wheeling through, huffing, puffing and pushing Taylor on his well-earned wheelbarrow hayride.

Air Traffic may still have had the last laugh though. Taylor swears itching powder had been generously strewn through the hay.

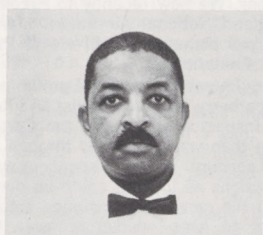
Area Avionics Meet Well-Attended

MINNEAPOLIS—To bring industry avionics technicians together, the area office held a two-day avionics seminar here recently.

Participants included representatives of certificated repair stations and manufacturers of test equipment and electronic equipment from North Dakota, South Dakota, Minnesota, Montana and Wisconsin.

Also attending were some 44 representatives of well-known aircraft radio manufacturing companies. Topics ranging from service techniques to new developments were covered during the program.

Master of ceremonies was Robert Hill, Principal Electronics Inspector, Minneapolis GADO. Others who took part included Area Manager Robert Ziegler, Flight Standards Branch Chief T. E. Ashley and George Holey, Minnesota Deputy Commissioner of Aeronautics.



New Lawyer

Persistence and patience paid off recently for Whitt Miller, an assistant controller at the Cleveland Center, who received his law degree after 19—yes, 19—years of study. Miller enrolled at the University of Pittsburgh in 1949. Despite his odd hours as an FAA controller, he was able to complete his studies with a high "B" average.



Big Welcome for Basnight

The entire staff of the Red Bluff, Calif., FSS and city officials turned out to welcome Arvin Basnight, Western Region Director, during a recent field visit. City fathers were high in their praise for all FAA personnel. (Left to right), first row: Ed Johnson, FSS Chief; Basnight; Andrew Osborne, Mayor of Red Bluff. Second row: Herbert Nelson, City Manager; Kermit Imsdahl, AFS Chief; Al Horning, Chief, Airway Facilities Division, Western Region. Back row: Charles Crouter, Frank Paulissen, Warren Moell, Sidney Edwards, Dale Crase, Dick McHugh and John Nylund.



HORIZONS

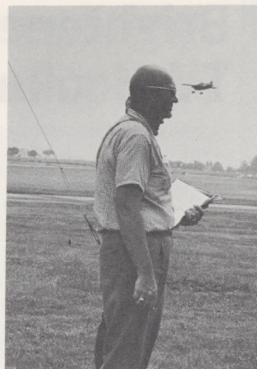
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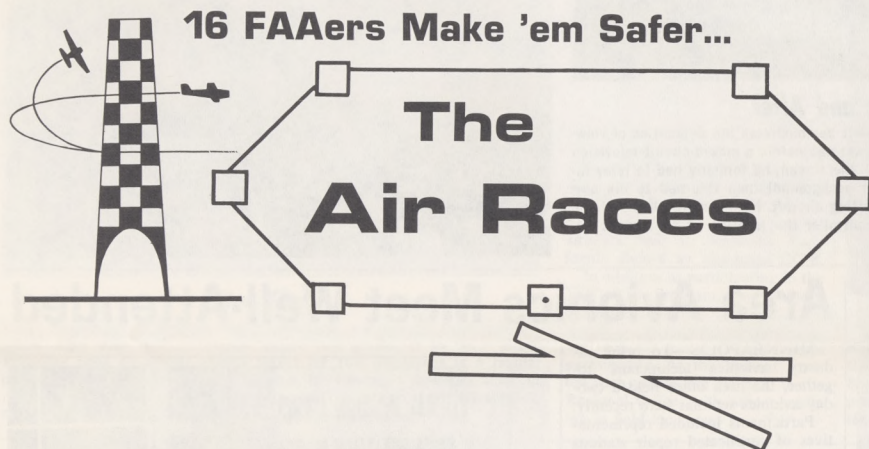
DAVID D. THOMAS
CHARLES G. WARNICK
CLIFFORD CERNICK
GERNOT RASMUSSEN



Ground control for the traffic at the Maryland National Air Races is handled by Russ Scarberry (left) and Joe Geiger, ATC specialists from Washington ARTC Center, Leesburg, Va. Scarberry is the air show monitor and wrote the waiver for the acts, which was processed by the center.



Clifford Weaver, Chief, Flight Standards Branch in the Washington Area Office, monitors a race heat of Formula One racers. Since 1947, there have been 43 events held for this type racer, which reaches speeds over 200 m.p.h., yet offers low cost in building and high safety in the close competition.



16 FAAers Make 'em Safer...

The Air Races

By Thom Hook

WASHINGTON—The 1968 National Championship Air Races at Reno, Nev., which start September 18, launch five days of pylon racing, aerobatics, sky diving and hotly contested heats between Sport Biplanes, Formula Ones and unlimited aircraft (F-51s, Bearcats, etc.).

The colorful events will climax various regional air races held throughout the summer and also will feature supporting air show acts interspersed between the fierce daily pylon-pushing competition.

FAA will be there, in the person of area experts who monitor the show and see that the National Air Races—which had their inception in 1920—go off safely, with all pilots and planes fully qualified.

Since Reno is 2,275 airline miles from Headquarters, "FAA Horizons" won't be there. But we did the next best thing. We flew recently to Frederick, Md. for the Maryland National Air Races. Many of the same pilots and planes who will vie at Reno were competing at Frederick.

The races culminated months of preliminary work, by Russell Scarberry, SATC specialist and Ken Kress, Supervising Inspector, who wrote the Certificate of Waiver which then was processed through Washington Center, Leesburg, Va. Race sponsors were given detailed directions as to what could be done during the period of the races. This included setting up of tight barriers to keep spectators away from the planes, outlining specific limitations on performers based on pilot skill and spelling out how deteriorating weather limitations could make the show and races "no go."

No more than six aircraft were permitted to compete in any one race heat or aerobatic act. A physician, ambulance, fire truck and several score police had to be on duty. The waiver holder was directed to be immediately available during all demonstrations for coordination with Scarberry, the FAA monitor. The three-and-a-half mile oval course was set, with three 50-foot pylons at either end.



Harold Krier, a member of the 1968 USA Aerobatic Team, flew his DeHaviland Chipmunk the course the hard way—inverted, in a try for a record under stop-watches of the National Aeronautic Association officials present. P.S.—He missed a pylon, and so will have to



Key FAA officials flank chief starter Dr. Aaron L. King, Jr., of Atlanta at the home pylon as the Maryland National Air Races begin. On the left is Clifford Weaver, Chief, Flight Standards Branch, Washington Area Office. Also monitoring for FAA was Ken Kress, Supervising Inspector from Baltimore GADO at Friendship Airport.

Among the many points covered in the Certificate of Waiver was the requirement that spectator pilots flying in to the races know that entry to Frederick Airport would be possible each morning until 11 a.m., only on permission from the temporary tower. At that time, the field would be closed until the end of each day's events at 5 p.m., when FAA personnel would direct aircraft departing from the visiting pilots' parking area.

Temporary Tower Set

Selected to man the temporary Frederick Tower for the races were Roy Prince and Jim Sinnon, ATC specialists from Friendship International Tower. Visiting pilots called them on 120.9 approach control and were then directed to safe entry by the hard-working pair.

Scarberry was assisted on the ground in controlling all movement (planes, cars and people) on the apron and runways by Joe Geiger, also a controller from Washington Center. Busy keeping tabs on pilot qualifications, plane airworthiness and ready to investigate any mishap that might occur was a team from the Baltimore GADO under Ken Kress, Supervising Inspector. This included Maintenance Inspectors John Del Priore, Harry Hicks and Bob Koch. Operations Inspectors Bill Morges and Fred Faffley also helped pull any loose ends of the show together, under Kress' direction.

Jim Scolaro, operations inspector from Washington Flight Safety District Office (FSDO) at Washington National, handled the Flight Standards detail under Kress, assisted by John Sheehan, principal operations inspector.

Brook Ettinger, Chief of the Martinsburg, W. Va., FSS near Frederick, helped provide weather briefing for participating pilots. Clifford Weaver, Chief, Flight Standards Branch, Washington Area Office, monitored the show, assisted by Kenneth Roney and George Dove from that office.

With all details spelled out in the Certificate of



DeHaviland Chipmunk around the perimeter of the National Aerobatic Races will have to try again.



Planes in the sport biplane class (foreground) are usually flown by the men who built them. Here Paul Booth, of Nashville, taxis past a Lear Jet owned by radio station WMAL, Washington, D. C. The jet was shown in a between-races fly-by daily.



Interspersed between race heats were fly-bys and aerobatic performances to give the three day race programs a change-of-pace. Charlie Hilliard (above), 1967 National Aerobatic Champion, prepares to show what his Krier Kraft Biplane can do, under safety rules set forth in the waiver granted by FAA for the event.

(Photos by the author.)



In celebration of the 50th Anniversary of the R.A.F., a Spitfire XVI once owned by Air Chief Marshall James M. Robb (JMR) is on static display and scheduled to fly in a mock "dog fight." Plane was bought in England in 1966 and rebuilt under FAA surveillance over a 14 month period. In the foreground is an F-51 Mustang's four-bladed prop and engine.



Title winner in the sport biplane class at the recent Maryland National Air Races was Dallas Christian, of Sacramento, Calif., who set a record speed of 177 m.p.h. around the course. Most planes in this class are home-builts, powered by 125 h.p. engines.



Between race heats, a giant Vulcan bomber of the Royal Air Force presents an impressive fly-by at the Maryland National Air Races as part of a celebration of the 50th Anniversary of the R.A.F.

Waiver, the scene was set painstakingly for the qualifying speed flights and the three days of racing that followed.

Air Show Performers Fly In

The Air Show stars, who provided a change of pace between the six daily race heats, flew their planes in from around the nation. Their qualifications and plane airworthiness were determined by the FAA officials present. The unlimited class was represented (although not raced) by Bill Fornof and his son and namesake, who came up respectively from Houma, La., in a Grumman F8F Bearcat (fastest ex-Navy propeller fighter) and a North American F-51 Mustang. Harold Krier flew his DeHaviland Chipmunk in from Wichita, Kan., to greet his aerobatic fellow performer from Fort Worth, Tex., Charles Hilliard, flying a Krier-Kraft biplane.

From the east coast came fly-in performers Edward Mahler, from Kendall Park, N. J., with a North American AT6G; and John Van Andel, Westport, Conn., in a bonafide Messerschmidt ME-108.

The smaller racing craft came in by trailers towed by cars for the most part. Performer Frank Tighe, of Baltimore, of course, could fly his Pitts Special biplane to Frederick in a half-hour.

The Formula Ones, with their tiny, stubby wings and power increased from 190 to 200 cubic inch piston displacement, came in by trailer from as far as 2,500 miles away. Although the midget racers reach speeds over 200 m.p.h., they have no range for cross-country flying.

Women's Competition Keen

The women's stock aircraft participants all flew their planes to the races. The class, which began in Reno in 1964, features popular single-engine general aviation airplanes of higher horsepower. Despite the variety (Beech, Aero Commander, Bellanca, Piper, Mooney and Navion), no single type is so fast that it eases the others out.

Defending champion Dr. Judy Wagner, from Palos

Verdes, Calif., was grounded after the initial heats, when her Beech Bonanza developed mechanical trouble. The stock aircraft championship went to Dot Etheridge, who averaged 198 m.p.h. over the 21-mile final around the course in her Aero Commander 200.

Like the women's stock class, the small open-cockpit sport biplane class also started in 1964 at Reno. The little homebuilt two-wingers at Frederick saw a lot of the tail surfaces of a speedy pointed-nose silver and black entry flown by Dallas Christian, of Sacramento, Calif. Christian lapped his five rivals fully to win the title race, averaging 177 m.p.h.

National Formula One Champion Bill Falck, of Warwick, N. Y., in his red and silver "Rivets" and Bob Downey, of Whittier, Calif., in his red, white and blue "Ole Tiger" provided the crowd of 10,000 spectators with the most hotly-contested race. In the 35-mile finals around the course for the midgets, Falck nosed out Downey by a mere two lengths. "Rivets" reached 218 m.p.h. in taking first place.

Weather Perfect Throughout

Twenty different acts and races made up each day's program from noon until 5 p.m. The weather was perfect each day, with unlimited visibility and a wide variety of planes was paraded and maneuvered before families relaxing in the bleachers and folding camp chairs under the sun, eliciting plenty of "oohs" and "ahs" as each pilot did his FAA-approved maneuvers.

Individual fly-bys to educate the pilot on the variety of planes included Navy-Marine jets, a mammoth R.A.F. Vulcan jet, an Air Guard HY-16 Albatross, a Lear Jet and a U-10 STOL aircraft. Bill Sweet narrated the Air Show aerobatic performances in his inimitable style.

On the last of three days of perfect weather—marred by one forced landing in which the pilot was unhurt, FAA monitor Russ Scarberry said: "With all the flying demonstrated here, as far as FAA is concerned, it was a well-coordinated team effort."

Supervisor Recognized For Service to Others

DETROIT—One responsibility of the FAA's Equal Opportunity Action Plan is recognition of individuals or groups whose efforts lead to exceptional service accomplished for minority employees, prospective employees or minority groups in the local community.

If you're looking for a likely candidate for such recognition, Ray Spann, Watch Supervisor at the Detroit City Tower, easily qualifies.

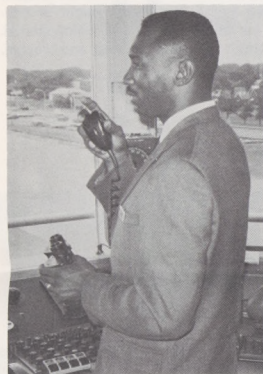
Spann devotes a considerable amount of time and energy to community activities during off-duty hours. He likes people and is especially interested in helping minority and disadvantaged youths get the right kind of start. During the past several years, he made significant contributions to the EEO effort in the Detroit metropolitan area by conducting special classes, interviews, airport tours and providing information on FAA employment opportunities to many

groups of air-minded persons.

In recognition of Spann's tireless efforts in helping others, he was recently presented a Special Service Certificate and cash award in ceremonies at Detroit Metropolitan Airport.

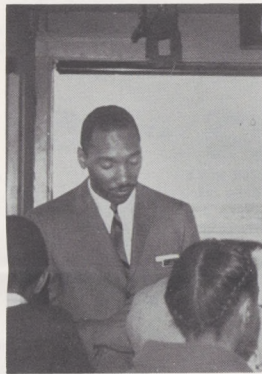
Spann's outstanding work in this area has not gone unnoticed elsewhere. He has been cited by the EEO Subcommittee of the Federal Executive Association for his participation in a high school counseling program. He also was awarded Letters of Commendation by Solomon Ott, Detroit City Tower Chief and M. L. Koehler, Chief of Chicago's Air Traffic Branch.

Spann is appreciative of the awards he received, but points out that the most rewarding experience of all is being able to observe tangible results of his efforts—a youngster started on the path toward completing his education, then fulfilling his goal of meaningful employment.



On Duty

Spann gives traffic to a pilot making his final approach at the Detroit City Airport. He finds both his work as a Watch Supervisor at the airport and his many off-duty activities rewarding.



Off Duty

During off duty hours, Ray Spann, Watch Supervisor at Detroit City Tower, conducts a group of disadvantaged youngsters through the facility and explains interesting aspects of air traffic control.



All Winners

Sharing a \$2,480 cash award for outstanding maintenance are these employees of the Airway Facilities Sector at Chicago O'Hare International Airport (left to right): Alfred Qualiardi, Albert Farmer, James Friend, Erich Schuster, Donald Vogel, Clarence Yelk, Vincent Langlois, Sylvester Van Handel, Carl Seeman, Levi Sherman, Leroy Van Gerreway, Andeal Mallet, Edward Szumylo, James Shockley, Dedrick Bunce, Donald Zbilicki and Floyd Emanuel, Chief, Area Airway Facilities Branch; Hugh Weeks, Assistant Chief, O'Hare AFS; Daniel Vucurevich, Chief, O'Hare Tower; and Paul Cannon, Area Manager. Not shown are award winners Blair Adams, Ronald Mousel, Andre Noster, Donald Hodgkinson, John Pantlik, George Rathbun, Clyde Smith, David Camblin, Charles Townsend and Charles Knappick.

26 O'Hare AFS Employees Receive Honors for Superior Achievement

CHICAGO—Cash awards totaling \$2,480 were presented recently to 26 employees of the Airway Facilities Sector at O'Hare International Airport by Paul Cannon, Area Manager.

The Special Service Awards went to the Sector in recognition of superior group achievement under extreme, trying conditions.

Last winter, for example, air navigational facilities at the airport were kept functioning at a time when they were surrounded by mud and slush. Many of the navigational aids could be reached only on foot.

"Contributions made by these technicians are measurable not only in tangible savings to the govern-

ment but also in substantial benefits to the travelling public," Cannon said. "There were fewer air traffic delays because air navigational aids were available for air traffic control."

He added that the ability of Sector employees to establish or return facilities to operational status with a minimum of delay helped earn O'Hare its rank as the world's busiest airport.

O'Hare boasts one of the world's finest arrays of electronic facilities for air traffic control, including six

complete instrument landing systems and two partial systems—more than any other airport.

It will be the first airport in the world to have two Category II runways. One is presently installed and the second will be placed in service before the end of the year.

CSC Streamlines Recruiting, Exams

WASHINGTON—In a recent report to President Johnson, John W. Macy, Chairman of the Civil Service Commission, stated that improved service to the public and substantial savings to the government have resulted from thorough modernization of Federal recruiting and examining practices.

The modernization started with a plan approved by the President in 1965. It involved setting up Interagency Boards of Examiners in principal cities where Federal employment was high. Consolidation of the more than 650 single agency boards of examiners into one tightly-managed network of examiners, and broadening of the CSC exams to reach all segments of the public has been accomplished.

Work formerly done by 661 single agency boards is now handled by the 65 Interagency Boards in major U.S. cities. Each state has at least one Board.

Among innovations reported were one-stop Job Information Centers employing bi-lingual announcements and personnel where population make-up warrants such service, "outreach" programs to promote true equal employment opportunity and flexibility of hiring based on computer processing and authority to make on-the-spot commitments to qualified applicants.

In the 1968 fiscal year, the vastly-modernized system processed 1,761,000 applications to fill 257,000 vacancies in the career civil service. More than 6 million inquiries were answered by the CSC Job Information Service.

Fire Resistance Gauged in FAA Tests

ATLANTIC CITY—A substantial increase in the fire resistance of materials used in airplane cabin interiors is now possible with development of new high temperature

plastics, a project engineer at NAFEC states.

In a study of flammability and burning characteristics of some 140 materials, John Marcy reports that

recently-developed synthetic fibers used in upholstery fabric and rug materials make them self-extinguishing and capable of meeting more stringent FAA requirements.

Tests were conducted to obtain technical data and criteria for improving existing Federal Air Regulations on cabin interior materials. Richard Johnson, a NAFEC technician, supervised the testing.

In his report, No. NA 68-30, Marcy recommends increasing present fire protection requirements of materials based on flammability limits of available materials. He also recommends that new test methods and requirements be developed to limit further maximum allowable smoke and combustion products in aircraft.

Materials tested are used for upholstery, foam cushions, padding, covering, flooring, carpet underlay, window panes, window shades, drapery, ceilings, bulkheads, partitions, insulation, panels, trim, liners, hat racks, ticking, seals and gaskets.

The project was part of an agency program started in 1963 to investigate fire, smoke and toxic gas hazards from combustible interior furnishings and construction materials in airplane cabins.



Ready for Burn Test

A foam cushion of the type used in padding passenger seats in airliners is prepared for a fire test. It will be exposed directly to a flame from underneath. Effect of heat and smoke on five strips of fabric hanging from the ceiling also will be noted.



Completes Studies

Hobart Douglass recently completed a year's study with the Industrial College of the Armed Forces. Prior to his selection for the 1967-68 ICAF course, Douglass was PT Officer in the Southern Region. He is now Chief, Career Systems Division, Office of Personnel.

AFS Sector Has Many Organists



LOS ANGELES—Anyone for a few chords of "The Blue Danube?"

The Los Angeles Airway Facilities Sector could easily arrange it.

Nine of the Sector's 43 employees own and play electric organs.

The Western organists are: Bob Payton, Russell Anderson, Jerry Perkins, Norman Davis, John Howard, Tom Fujiwara, Fred Roxbury, Kermit Clark and M. E. McKinney.

DIRECT LINE

This is your direct line to the top! Your questions will get answers! Employees are encouraged to discuss questions with supervisors or their local personnel office, but for those who do not have ready access to a personnel office, this column will provide an opportunity to get questions answered. Write to Joseph H. Tippetts, PT-1, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D. C., 20590. Ground Rules: • All questions must be signed. • This column should not be used to supplant formal grievance and appeals procedures. • Questions should concern personnel, training policies, programs and procedures, not operational or technical matters.

Question: Will the recently announced review of the Electronics Technician occupation include those positions involved in the installation of the equipment as well as those responsible for maintenance?

Answer: Yes. While the study will begin with a look at the Electronics Maintenance Technician positions, it will also include a look at the current grade level, qualification requirements and career ladders of all positions in the maintenance, installation and avionics occupational areas. This will include all positions in the GS-856 series as well as other professional and Wage Board positions involved in the occupational area. Installation Technicians in FAA are far from the "lost battalion" that you mentioned in your inquiry.

Question: (1) What is the agency's policy on split days off? (2) Are employees required to be given two weeks' notice before their scheduled tours of duty can be changed? and (3) Can disciplinary action be taken against an employee who refuses to work overtime?

Answer: Before providing specific answers to your questions, it is well to consider the basic framework within which agency policies are developed. The FAA mission is primarily one of safety and every effort must be made to protect life and property. Secondly, agency policies, insofar as the law permits, must be sufficiently flexible to meet the many different situations which arise. Now in answer to your particular questions: (1) Agency policy (Handbook PT, P 3600.3) is that days off or days outside the basic work week should be consecutive. However, the handbook and the law on which it is based, recognize that strict adherence is not always possible and provide for exceptions to be used to meet minimum operating requirements; (2) No, two weeks' notice is not required before scheduled tours of duty can be changed. However, the FAA expects its managers to advise employees of new or revised schedules at least one administrative work week in advance. There may be instances where such notice cannot be given, but these should be kept to a minimum; and (3) Yes, when agency operations necessitate, employees may be required to work overtime. Employees who are assigned overtime and fail to report for duty may be disciplined.

Question: I have noticed that all promotion announcements for Maintenance Inspector, GS-1825, positions are at the GS-12 or 13 level. Does FAA have entry level jobs at GS-9 and is training available for these people?

Answer: In many cases, announcements for Maintenance Inspector positions are made at the GS-12 or 13 levels, especially when the position being announced is one of a very few or, in some cases, the only one in small

GADOs. General Aviation Maintenance Inspector vacancies are sometimes reclassified to trainee GS-9 and GS-11 levels and applicants are sought from personnel of aircraft maintenance facilities or from registers of qualified candidates established by the Civil Service Commission. Maintenance Inspector positions may be announced at GS-9, GS-11, GS-12 or GS-13 levels as required to meet agency needs. The agency is presently making special efforts to provide career ladders for employees. Further information on career planning and training for Flight Standards personnel can be found in the Flight Standards Career Planning Handbook, 3410.6.

Question: In the March 18 issue, concerning the Flight Familiarization (SF-160) program, you stated that it is not the headquarters' policy to require controllers to get off outside of their center area at the first possible stop. You stated further that the SF-160 program policy is subject to regional restrictions. The policy is liberal at the national headquarters level and then as it goes through the regional, area and facility levels, it becomes restricted. Why?

Answer: Currently, the whole SF-160 Program is under review. If changes result, policy guidelines will be issued at the earliest possible time.

Question: Some of us at a remote location completed 30 years of Federal service more than one year ago. We have two questions: (1) Are we to be given recognition for that service by receiving a certificate and Career Service Emblem, or has the policy changed? (2) If the agency policy now precludes us from being awarded a 30-year pin, can we pay for them ourselves?

Answer: (1) If you have 30 years of service, you are entitled to one of the newer Career Service Emblems which bears a ruby. The procedures in the Recognition and Awards Handbook (3450.7, Chapter 5) require timely presentation of pins; hence, you might want to request your pin, in writing, through your line supervisor. There is no certificate which accompanies the emblem. (2) No, FAA Career Service Emblems are given in recognition of the service.

Dulles Growing

(Continued from Page 1)

Evening Star, described in this way in a recent column: "Best of all, Dulles is there now, an unexcelled civil jet base so far ahead of its time that it could handle jumbo jets and supersonic transports tomorrow with scarcely a modification."

Dulles Airport, built as the airport of the future, is in reality the airport of today.



Congratulations

Acting Administrator Thomas Congratulates Archie League, Acting Assistant Administrator for Appraisal, after presenting him with his service pin denoting 30 years of Federal employment in a recent ceremony held in Washington.

Pick Fast Plane For SEAL Tests

By Frank McHugh

ATLANTIC CITY — An airborne electronic system embodying a different approach to flight inspection is undergoing operational evaluation at NAFEC.

The new concept, known as SEAL (Signal Evaluation Airborne Laboratory), will receive 160 flight hours of testing in a turbo-prop Convair flown by Atlantic City FIDO crews in routine checks of air navigation aids.

Donald Fehr, coordinator and project manager, said SEAL not only looks at ground signals in the same manner as present flight inspection equipment, but does so with greater accuracy and with the added capability of presenting signal faults.

Fehr has been working with the system for two years at NAFEC, assisted by Louis Dvorsky, Anthony Sweeney and Ernest Mercer.

"Use of SEAL in a faster plane should enable agency flight crews to inspect more facilities in a shorter time," he said.

SEAL is designed to operate in instrument weather when certain inertial equipment becomes available. For current field tests, however, it will be operated only in the VFR mode.

Beside the project manager, others who participated in development of the field operational test plan are: B. B. Duncan, Flight Standards, Washington; S. J. Brodnan, Oklahoma City; Edward Fitzpatrick, Eastern Region; and four men from the Atlantic City FIDO: William J. Frank, Frank DiCrispino, John Allegra and Gerald Donovan.

DO YOUR SHARE FOR FREEDOM

Invest in U.S. SAVINGS BONDS, FREEDOM SHARES



STOL Service at Dulles

This Dornier Sky servant, a German made STOL aircraft, will be used when service is initiated among the three airports servicing the Washington area this month.

Alaska's New 'Pusher' Gets FAA Green Light

ANCHORAGE — Robert Stephens, Chief, Engineering and Manufacturing Branch, Flight Standards Division, has been working with a "pusher" for some time now—but it's no cause for alarm. The "pusher" is a new, rear-mounted, Continental 250 h.p. aircraft engine, which replaces the older 215 h.p. engine installed on the "Seabee" four-place amphibian aircraft when manufactured by Republic Aviation in the late 40s.

According to Stephens, the new powerplant enables the "amphib" to burst out of the water in less than 20 seconds at gross weight. And Stephens should know. A test pilot and aeronautical engineer, he had to give his stamp of approval to the plans, and was in on the test flying before issuing the agency standard Airworthiness Certificate.

The modified aircraft recently passed all of the tests required for certification.



New Alaska 'Pusher'

New, higher-powered "pusher" aircraft engine on this "Seabee" four-place amphibian shown at Anchorage airport enables speedier off-water takeoffs. Airworthiness Certificate for the aircraft was issued by the Alaskan Region.

Computer Hub Planned

KANSAS CITY — The agency has awarded a \$5.2 million contract to North American Philips Co., Inc., for assembling and installing a five-computer complex at the new Consolidated Communications Center here.

Switching operations and system control of three national weather teletypewriter networks will be combined at the new facility, where weather reporting and forecasting information, along with other data, will be collected and distributed throughout the Western Hemisphere.

The new system will reduce yearly recurring expenses by more than a million dollars.

When in full operation, the center will collect weather data from about 9,000 reporting and forecasting stations throughout the United States and its territories, as well as foreign nations.

Messages to and from the center will be sent over more than 350,000 miles of leased transmission circuits.

The computer complex will have the capability of collecting, storing and distributing information tailored to specific needs.

Weather reports will be collected on a scheduled basis and distributed according to a prearranged pattern.

In addition to the fixed reporting pattern, one special group of circuits will operate on a "request-reply" basis in which certain stations will have the ability to make random queries for selected items of information stored in the computer memory section and from which a reply will be forthcoming.

The new system will provide statistical data on system performance never before available.

REPORTS and PAPERS

Bellrose, Frank C. (University of Illinois). "Establishing Certain Parameters of Hazards to Aircraft by Migrating Birds in the Mississippi Flyway." SRDS contract report No. RD-67-67, U. S. Department of the Interior Bureau of Sport Fisheries and Wildlife, Washington, D. C., November 1967. Source: HQ-438.

Schwartz, L. S. (General Dynamics Corp.). "False DME Reply Problem." SRDS contract report No. RD-68-8, Electronics Division, General Dynamics Corporation, Rochester, N. Y., February 1968. Source: HQ-438.

"Jet Flight Evaluation of Inertial Navigation Operations." SRDS contract report No. RD-68-36, Volume 1, prepared under contract to Sperry Gyroscope Company by ARINC Research Corporation and United Air Lines, Inc., July 1968. Source: HQ-438.

"Study of Future Oceanic Aviation Support Systems." SRDS contract report No. RD-68-23, prepared by ARCON Corporation, Wakefield, Massachusetts, May 1968. Source: HQ-438.

Connolly, Donald W., "Display of Weather Contours," Interim Report No. NA-68-29, dated August 1968. Source: HQ-630.

His Hottest Day

Another in our series of exciting true adventures of present-day FAAers . . .

By George A. Reynolds, SATCS
FSS, Birmingham, Ala.

SAN MARCOS, Tex.—Suddenly and without warning, the old PT-13 Stearman biplane trainer lunged downward in a diving attitude. Then, just as suddenly, it lurched upward. At this instant, Lt. Robert (Bob) Strait, USAF, went sailing out of the open cockpit—at 3,500 feet—with no parachute!

It happened September 26, 1946. More than 20 years have elapsed since that extremely hot day in Texas. Bob Strait, now a flight service specialist at Orlando, Fla., and a retired Air Force major, still tells this story as a joke on himself.

For the complete yarn let's turn the clock back to that hot late summer day in '46:

After being grounded several days by heavy rains at San Marcos Army Air Base, a break in the weather this particular day sent student pilots aloft in coverts. They took every plane that was properly equipped for instrument training. A fellow instructor pilot, Lt. Edward H. Davis, feeling he needed more instrument flight practice himself, persuaded Strait, who was off duty, to go along with him. Strait was to visually check Davis' simulated instrument progress and assure avoidance of other air traffic in the area.

The only airplane left for the instructor's use was a PT-13, a double-winged holdover from pre-war days with two open cockpits and no radio gear—remarkably ill-equipped for the purpose intended.

Plane Had Dual Controls

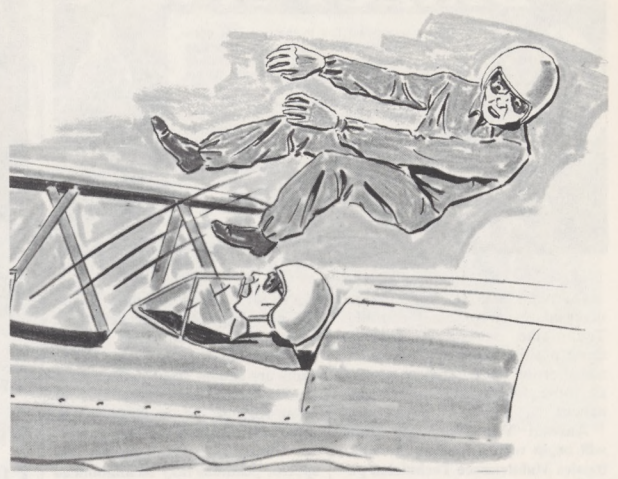
The PT-13 did, however, boast dual controls and fulfilled the basic requirements for instrument flight with a removable hood over the rear cockpit to simulate instrument conditions. In this antiquated bird, the two young pilots took off.

Davis practiced his flying for over an hour, then removed the hood from over his cockpit to rest and relax. He waggled the control stick (their only "intercom" system) for Strait to take over for a while. San Antonio was experiencing some flooding from the recent heavy rains, so Strait decided to fly over the area for a look while his co-pilot rested for his next instrument session.

As they cruised around sightseeing, the sun continued to beat down on the open cockpits. The heat was so intense, it was almost unbearable for the pilots. Their seat belts, parachute straps and harnesses over shoulders, chests and legs seemed to press even more heat into their bodies.



Robert (Bob) Strait, ATCS, Orlando FSS and a Major, USAF (Ret.), pauses beside his F-51 Mustang fighter after a "hot" mission during World War II.



To alleviate his discomfort somewhat, the jovial Strait unfastened his seat belt and squirmed out of his other bindings. Turning to the rear, he pointed to what he had done. Davis nodded affirmatively and followed suit except for his seat belt. The airman continued to look over the flooding for awhile, finally turning back toward home base. The heat continued.

Davis waggled the stick once again and Strait released the controls to him. He looked back to see if the hood had been replaced over the rear cockpit, but the grinning Davis was flying visually. Strait shrugged and looked down to his left where a pretty house atop a green knoll captured and held his attention.

More than an hour had now elapsed since Strait unbuckled his seat belt. Davis obviously did not remember this because he put the Stearman into a sharp bank in the direction in which Strait was looking, then quickly rolled the plane in the opposite direction. Strait's heart skipped a beat in the steep turns. When the plane resumed level flight, he started to look back to see what Davis had in mind.

As he turned, Davis playfully jammed the stick forward abruptly as if to dive the aircraft, then hauled the stick back toward his lap to climb it. At that moment, Strait learned what a cork feels like when it pops out of a champagne bottle.

Thrown Out of Plane

He frantically grabbed for the top wing as he sailed out of the cockpit but missed it by inches. As the dislodged airman flew over Davis' head, he looked up with his eyes open wider than his gaping mouth. Davis reported later that Strait's eyes looked the size of dinner plates!

As the plane went downward and ahead of him, Strait closed his eyes, expecting all of his sins to unravel rapidly before him. But he could only think: What will my wife and baby do after I am gone?

Then he hit! Not the ground but, miraculously, the tail section of the aircraft. He struck the rudder fin horizontally with the base of his backbone, ripping a four-inch hole in the metal.

Never one to second-guess fate, Strait grabbed for the taut guy wires holding the rudder. Momentarily, he was able to twist around so that he sat on the horizontal stabilizer and managed to get a firmer grip on the rudder fin with both hands, his legs dan-

gling in the slipstream on either side of the fuselage—cowboy-style. It had cooled down some, but the heat wasn't off by any means.

The sudden added weight on the PT-13's tail section made it climb sharply. Before Davis could counteract with the controls, the plane stalled out, then skidded over into a slow spin. When Davis did recover from the spin, the plane's altimeter showed their altitude to be less than 500 feet.

Fear momentarily gripped Davis. He yelled: "Get the *#@#* off—you'll kill us both!"

Strait shook his head—"Negative!"—and held on even tighter and shouted back, "Land this *#@#* thing in that field down there!" Strait knew he had no other chance and a slim one indeed.

Power Bursts Shake Rider

Davis looked in the direction in which Strait was nodding his head. With minimum altitude remaining, Davis made a sharp, flat turn for the pasture and an attempted landing. By this time, he had regained his composure; but to keep the Stearman from stalling again, the pilot had to keep applying short bursts of power in the landing glide to compensate for the plane's tail-heavy attitude.

As the leveling jolts continued fear stabbed Strait. "Why that dirty *#@#*—he's trying to shake me loose this close to the ground, so that he can make a good landing and save his own neck!"

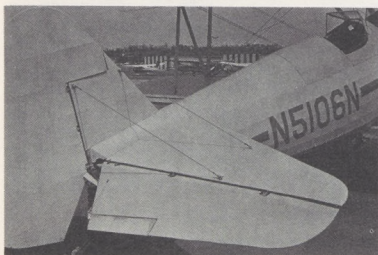
Strait stubbornly determined to stick with the plane regardless and held onto the rudder fin even tighter.

Moments later, Davis completed a perfect tail-heavy landing, and the PT-13 rolled to a stop with both pilots safe and sound—one still in the cockpit—the other riding the rudder. It was still hot on the Texas soil. The PT-13 later had to be dismantled to remove it.

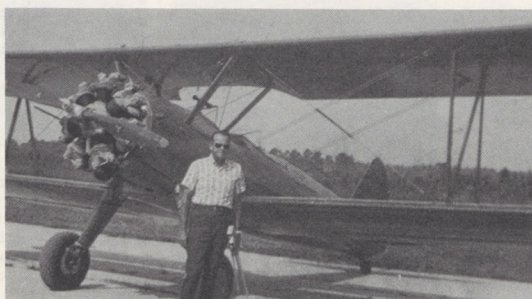
Today, Bob Strait works for FAA in the Orlando FSS, having completed five years of creditable service with the agency since retiring from the Air Force in 1963. He still remembers the heat of the Southwest Pacific, where he flew P-40 and F-51 pursuit planes. He also experienced a few warm spots while jockeying F-86 Sabre jets in later years. But none of these memories are quite so vivid as that "Hottest Day" back in Texas one day twenty years ago.

Strait sometimes wonders if that other well-known place could possibly be much hotter.

(Editor's Note: The name Edward H. Davis is fictitious and is used only to protect the identity of the pilot whose present whereabouts are unknown.)



Closeup of tail section of PT-13 Stearman on which six-footer Strait landed and rode to the ground.



For posterity's sake, Robert Strait, ATCS, Orlando FSS, poses with the same type Stearman biplane which almost was his nemesis while serving as an Army Air Force pilot-instructor at San Marcos, Tex., in 1946. Strait was employed by the FAA five years ago, following his retirement as a USAF Major. He has completed almost 30 years' combined Air Force-FAA service.