



Lightning Hits Him, Then More Trouble Follows

By George Miyachi

HONOLULU—It has been said that "trouble is often a lever in God's hands to raise man up to heaven." For Donald Capellas, Honolulu Tower controller, the saying came close to literal truth.

Trouble for Capellas started when a flash storm clogged a drainage ditch near his home, causing flood waters to back up into his property. Rake in hand and waist-deep in muddy water, Capellas tackled the tangle of dried coconuts, fronds and weeds blocking the flow of water.

Then it happened. "Lightning cracked right over me," he recalls. "For a split second, the whole place was lit with an eerie, bluish-green fluorescent-like glow. The electric jolt momentarily paralyzed me. It was as if thousands of pins and needles were being stuck into me. Hot and cold sensations raced simultaneously through my body.

Legs Felt Wobbly

"A feeling of sheer exhaustion overcame me. My legs wobbled as if I had just finished running up a steep hill. My knees buckled. I was numb with shock, hardly able to breathe, and sitting in the ditch in water up to my chin, I tried to call for help, but all I could produce was a low croak."

With strength mustered out of desperation, Capellas managed to pull himself out of the ditch. A house guest luckily happened by, saw his unconscious form and started artificial respiration.

But trouble for Capellas was just beginning. Frantic attempts to call for medical help were thwarted by trouble on the telephone line. After the hospital was finally contacted, the ambulance was an hour late in arriving. A block short of the Capellas home, it stalled.

After many anxious moments, the ambulance was re-started. With Capellas aboard, it raced for the hospital with sirens wailing, lights flashing.

Midway to its destination, the sleek, white vehicle coughed and stalled again.

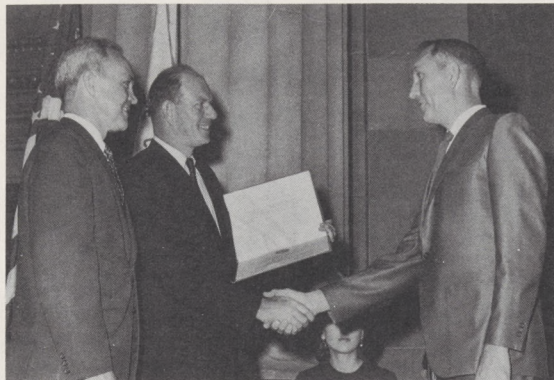
Capellas finished his delay-plagued ride in a police car, but all was not clear for him yet. On reaching the hospital, he had to be admitted by flashlight—the hospital was blacked out by a power failure!

Capellas shrugged off this chain of unfortunate circumstances.

"I'm a lucky guy," he said, "I'm still alive."

Turn Indicator Found Superior

ATLANTIC CITY — Recent flight tests at NAFEC show that a new pictorial turn indicator can replace the conventional needle-ball turn and bank indicator and also gives a more stable reading. The report, Number NA 68-28, is titled: "Evaluation of a Pictorial Turn and Bank Indicator," by Gerald E. Skelton.



For Vietnam Duty

Paul G. Welch (right), receives handshake from Secretary Alan S. Boyd on receiving Award for Meritorious Achievement at the Department of Transportation's first annual awards ceremony. The honor was for Welch's work in directing installation and modernization of communications equipment in Saigon. Also congratulating Welch is Oscar Bakke, who represented the Acting Administrator at the ceremony.

Joseph Tippets Dies; Agency in Mourning

WASHINGTON—Joseph H. Tippets, Associate Administrator for Personnel and Training, died on Oct. 18 at his Maryland home. He was 54.



Joseph H. Tippets

Mr. Tippets had been in Government service for 36 years, during which he worked his way up the career ladder to the top agency echelon.

His posts of duty over the years ranged from the Utah desert, at an isolated airway station, to Alaska where he worked on early airways installations, operations and maintenance.

Mr. Tippets was an unwavering champion of the "little man" in and out of Federal government and was never too busy to spend time with employees at all levels in an effort to help them with their problems. He was an exponent of the "open door" policy and was willing to devote whatever time was necessary to conferring with FAA employees.

He headed the Federal Airways in the former CAA and when FAA was organized became Director of the Bureau of

Facilities and Materiel.

Mr. Tippets served as Chief U.S. Delegate to several international aviation conferences.

While in CAA, the Department of Commerce awarded him its highest award for exceptional service which carried with it the Gold Medal. In 1958 the U.S. Civil Service League also cited him for outstanding public service. In May 1967, Brigham Young University awarded him an honorary doctoral degree for being an "outstanding American" and in recognition of his contribution to "our country, the American way of life and his fields of endeavor." Mr. Tippets' civic and church activities were extensive. The Mormon Church awarded him its coveted Master "M" Award for work with young people.

Mr. Tippets was assigned to the Western Region as Director in 1961. While there he served two terms as Federal Executive Board Chairman.

In April 1967, Mr. Tippets was named Associate Administrator for Personnel and Training in Washington.

Mr. Tippets was born in Idaho where his parents were early pioneers. He was proud of the fact that his grandfather came across the plains with the first Mormon settlers of Utah.

Though he had little formal education, Mr. Tippets was self-educated and was an omnivorous reader. He particularly enjoyed books on early Western history.

He is survived by his widow, Alta, at the family home at 10106 Towhee Ave., Adelphi Forest, Md. Also surviving are four children: three sons, John, David and Robert, and a daughter, Marilyn.

DOT Awards Presented To McKee, 5 Employees

WASHINGTON—Former Administrator William F. McKee and five agency employees were among those honored at the Department of Transportation's first annual awards ceremony held Oct. 15 in the

Departmental Auditorium. The Department bestowed the Award for Outstanding Achievement on General McKee for "keen analytical insights, sound counsel and administrative know-how and ingenuity instrumental in pioneering new avenues of transportation progress."

Recipients of the Award for Meritorious Achievement included James E. Dow, Director, Office of Budget; Edward W. Stimpson, Assistant Administrator for Congressional Liaison and Paul G. Welch, FAA project engineer in Saigon, Vietnam.

Dow was cited for "extremely competent leadership, outstanding performance and effective management, facilitating preparation and presentation of an extremely complex and complete budget in the face of changing requirements, systems and political policies."

The award to Stimpson was in recognition of "effectiveness in discharging his responsibilities and sensitivity to Congressional considerations enhancing relations with and understanding by Congress of the FAA's mission and functions."

Welch was honored for "distinguished achievements in strengthening the U.S. military position in Southeast Asia by directing installation and modernization of air traffic control communications equipment. Relinquishing a tranquil life of domestic service, he chose, instead, the hazards and discomforts of combat zone operations."

The highest departmental award for acts of heroism or courage involving great personal risk by civilian employees under unusual circumstances—the Award for Valor—went to Dr. James T. Vento, Dental Officer and Michael A. Tougher, Jr., electronics technician, both stationed at Wake. Their

(Continued on Page 7)

Wind-Demolished Theater Replaced

WAKE ISLAND—Residents of this FAA-administered Island some 2,300 miles west of Hawaii observed the first anniversary of Typhoon Sarah with dedication of the New Windy Palace Theater. It replaces the old outdoor movie house demolished by the storm's 150 m.p.h. wind.

Acting Area Manager Ray Caudle called the new theater "a monument to the spirit of cooperation that exists here." Caudle pointed out that tenant agencies and firms on the Island "all pitched in to make this fine facility a source of enjoyment to all."

In a congratulatory message, Pacific Region Director Phillip Swatek voiced the hope that the New Windy Palace "will be enjoyed by all and serve as a reminder of the dramatic triumph of human courage and resiliency."

He added: "Your efforts toward rebuilding the Island in the past year are no less heroic than the great courage and strength you demonstrated on the night of the great storm."

Tom Skates of the Facilities Maintenance Corp. presented the keys to the new building to Fred Switzer, movie program manager. Mrs. Martha Ho, Wake Island Women's Club President, performed the ceremonial ribbon cutting. Assisting were Mrs. Betty Skates and Mrs. Marcie Caudle. FAA Chaplain Emery invoked the blessing.

Several island firms donated materials and services to make the new project possible.



Cited

Three controllers at NAFEC who helped establish the air traffic center at Tan Son Nhut Airport, Saigon, have been presented with the Vietnam Civilian Service Award Medal for their outstanding contributions to military effort and international interests in a combat zone. They are (from left): George Weimar, Pierre Collins and William Hallenbeck.

When Alaska Trip Falls Through...

FAA Helps CAP Campers

By Bob Huber

The controllers' view from Brackett Tower near La Verne, Calif., was quite different recently. Just north of the tower, some 75 Civil Air Patrol officers and cadets set up camp more than 2,000 miles from where they had hoped to be.

The group had been scheduled for an Alaskan encampment and the youngsters, mostly teenagers, were heartbroken when the trip had to be cancelled because of lack of transportation.

Tower Chief Olen Young joined with CAP officers and City of La Verne officials in a concerted effort to ease the group's disappointment.

The first three floors beneath the tower were quickly transformed into classrooms. Tower personnel provided instruction in radio procedures, pilot qualifications, traffic patterns and the FAA organization. Guided tours of the tower were led by Young and by controllers Henry Whitney and Shirley Warrens.

It was arranged to give each cadet an hour and a half of flying time in three different types of aircraft. Also arranged were courses in first aid, firearm safety, civil defense, close order drill and military courtesy.

Officials at March AFB arranged for the showing of a number of aviation films at evening sessions.

The youngsters were able to enjoy swimming and water skiing at nearby Puddingstone Reservoir.

After five days packed with instruction, flying and recreation, topped off by a colorful flag ceremony and a passing in review, the cadets broke camp.

Thanks to the efforts of their officers, city officials, and FAA tower personnel, most of the youngsters discovered that not going to Alaska wasn't such a tragedy after all.



Tower view shows CAP cadets standing at attention during daily inspection at Brackett Field, near Los Angeles.



Maj. Willard Gordon, an airline captain on his regular job, was in command of the CAP encampment near FAA tower. He shakes hands with Tower Chief Olen Young (right), following completion of arrangements for the five-day "substitute-for-Alaska" event.



CAP girls find that they can aspire to a career in air traffic control in orientation provided by Controller Shirley Warrens (right).



Civil Air Patrol officer demonstrates steps in preflight of three aircraft—a J-3 "Cub," a C-150 and a Stinson—at encampment.



It's chow time at mobile mess set up by CAP Captain John Vernon, owner of the airport's cafe. Cadets received three meals a day in their own mess kits.

Officials Break Ground For Training Building

OKLAHOMA CITY—Ground was broken recently for a new two-story Systems Training Building at the Aeronautical Center. It will have 69,100 square feet of usable floor space and is expected to cost \$4,200,000.

The basement of the new building will house computers for air traffic control training. One computer already in use at the center will be moved into the new building upon completion next September.

Yet to be purchased are about \$4 million worth of new aircraft simulators for Boeing 727 and 747 and Douglas DC-9 training. These, together with simulators already in

use and other flight standards training equipment, will occupy the above-ground space.

The structure, like others at the center, will be built by the Oklahoma City Airport Trust and leased to the FAA.

During the groundbreaking, Oklahoma's senior U.S. Senator, Mike Monroney, traced the agency's move to Oklahoma City and its expansion since that time. Oklahoma dignitaries participating in the ceremonies included William Schulte, former FAA Assistant Administrator for General Aviation; Congressman Tom Steed; and W. Lloyd Lane, Director of the Aeronautical Center.



Sod Breakers

Putting their muscles to the shovels during groundbreaking ceremonies for the new Systems Training Building at the Aeronautical Center are (left to right): Stanton Young, President, Oklahoma City Chamber of Commerce; Oklahoma Congressman Tom Steed; Senator Mike Monroney; Ben Franklin, Oklahoma City vice-mayor; William Schulte, former FAA Assistant Administrator for General Aviation; Maj. Gen. George M. Johnson, Jr., Commander of the Oklahoma City Air Materiel Area; and W. Lloyd Lane, Aeronautical Center Director.

CAP Educator Receives Commendation from FAA

ESTACADA, Ore.—The FAA recently honored a Civil Air Patrol official for his outstanding job promoting aviation through Aerospace Education Workshops.

An agency Certificate of Appreciation was presented to L. D. (Pat) Cody, Director of Aerospace Education for the CAP, during a workshop here.

Gene Kropf, Western Region Public Affairs Officer, who was also on the program, made the presentation.

"Cody's efforts in promoting and directing hundreds of Aerospace Education Workshops for teachers in the Western States have been outstanding," Kropf said. "His programs always include representatives from the FAA and, whenever possible, arranged tours of FAA facilities."

Cody's brother, Bob Cody, president of the Estacada school system, witnessed the presentation as did the 150 teachers in attendance at the workshop.



For Boosting Aviation

Outstanding assistance to FAA in its mission of promoting aviation earned a special award for L. D. (Pat) Cody (center), CAP Director of Aerospace Education. Gene Kropf (right), Western Region Public Affairs Officer, made the presentation at workshop attended by 150 Oregon teachers. Cody's brother, Bob, who heads the Estacada, Ore., school system, is at left.



Almost Three Centuries

With a combined total of 290 years of federal service, 10 employees of the Engineering and Manufacturing Division, Flight Standards Service, recently received length of service awards from Herbert H. Slaughter, Chief of the division. Standing (from left): Harriett Eriksson, E. C. Wood, W. J. Husic, Slaughter, M. A. Lott and R. S. White. Seated (from left): W. E. Koneczny, B. L. Springer and S. H. Rolfe. Robert Auburn and Maurice Disler were absent when photo was taken

Committee Named For SST Technical Evaluation Phase

WASHINGTON—FAA has formed a new technical committee to assist the Administrator and the Director of Supersonic Transport Development in evaluating Boeing's new SST design scheduled for submission to the agency by Jan. 15, 1969.

Committee members are: Dr. Raymond L. Bisplinghoff, Professor and Head of the Department of Aeronautics and Astronautics, M.I.T., chairman; Dr. Arthur E. Raymond, consultant and member of the Research Council of the Rand Corporation; and Dr. Ernest E. Sechler, Professor of Aeronautics and Executive Officer of the Graduate Aeronautical Laboratories, California Institute of Technology.

Kenai's 'Jet Age' Runway Hailed

KENAI, Alaska.—Kenai Airport, which started out as a gravel strip in 1941, entered the Jet Age recently when a new runway extension was commissioned.

Lyle Brown, Director, Alaskan Region, shared the speakers' platform at the public ceremony with Eugene Morin, Mayor of Kenai, and Harold Strandberg, State Commissioner of Public Works. The new extension provides 7,500 feet of hard-surface runway capable of handling the largest jets.

Kenai is the hub for Alaska's comparatively new oil industry.

Before the airstrip was built, Kenai was a tiny community tucked away in a corner of Kenai Peninsula south of Anchorage. Its few hundred inhabitants had no land link with other communities.

It was not until early in World War II that a gravel-surfaced runway constructed by the Federal government, provided an air link with Anchorage and other surrounding communities.

One agency mission at that time was construction of intermediate emergency landing fields. Many of these strips—including Kenai—also were needed to provide year-round access for personnel manning CAA field stations, as well as logistic support. Later, some of these airstrips, including Kenai's, were upgraded and developed as commercial airports.

Airports Transferred to State

As Alaska's highway system developed, it was no longer necessary for the agency to maintain a number of these airports for logistics support. In 1959, as part of the Alaska Omnibus Act which ushered in statehood, plans were initiated to transfer 17 of these airports to the state.

In December 1962, Kenai officials first discussed transferring airport ownership with state and FAA officials. Recognizing that the area's development depended in large part on air transportation, Kenai citizens were among the first in the state to seize this opportunity to own and develop their own airport.

One year later—on Dec. 1, 1963—title to the airport was transferred to the city by the FAA.

Since that time, growth of the area has kept pace with growth of the airport—each stimulating the other. In 1965, a new hard-surface runway was built and a taxiway, apron and field lighting installed.



Snippers

In "triple ribbon-cutting ceremony" (left to right), Lyle Brown, Director, Alaskan Region; Harold Strandberg, Commissioner of Public Works for the State of Alaska; and Eugene Morin, Mayor of Kenai, officially open the new runway extension at Kenai.

Later, numerous other improvements were made, including extension of the runway to its present length and improved lighting.

In all, \$1,280,000 was provided by the Federal government, with Kenai and the state providing \$770,000 in matching funds.

Brown told the gathering: "It is doubtful that anyone 20 years ago could have guessed at the enormous quantities of petroleum and natural gas beneath Cook Inlet and the changes they would bring the economy of this area. And who can possibly forecast what the next 20 years will bring? With the vision the people of Kenai have demonstrated you'll be ready for whatever comes your way."

FSS Specialist Saves Youngster

WATERTOWN, N.Y.—Howard Scott, FSS specialist at the flight service station here, recently saved the life of a small boy who had fallen from a retaining wall into approximately three feet of water.

Scott was walking along the wall when he heard cries for help and saw the boy motionless under water. He quickly hurdled the five-foot-high wall, retrieved the boy, and helped restore him to consciousness by giving him several sharp blows between the shoulder blades.

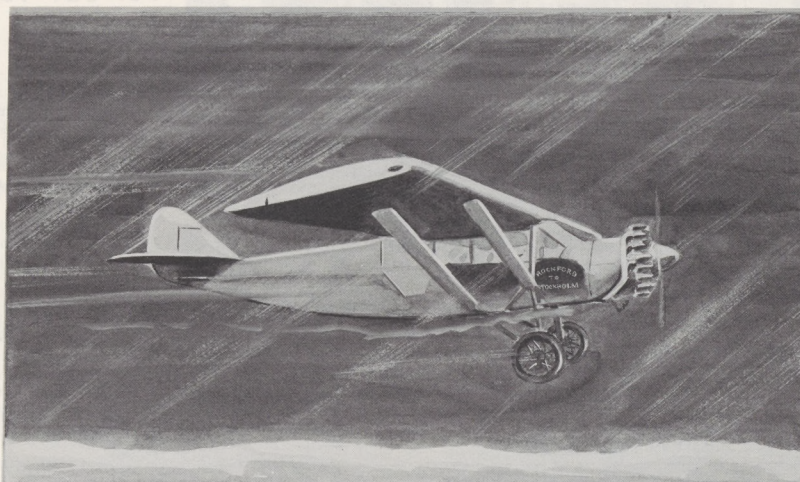


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The aviators flew their course confused by cloudy weather, mixed winds and an erratic compass.

From the air, the salvage party becomes tiny black specks alongside the overturned aircraft. The party is laying out tools and equipment which were used to disassemble portions of the plane before it was flown out—at the end of a line attached to a helicopter.

40 Years 'On the Rocks'

For more than 40 years, the ceaseless winds and snows of the desolate Greenland ice cap lashed a remnant of aviation history—a tattered single-engine Stinson. Then, on Sept. 10, 1968, the lonely derelict was hoisted off the ice by helicopter to begin its return to Rockford, Ill., where it started out on Aug. 16, 1928.

After restoration there, it will go on permanent exhibition, possibly in Rockford or Dayton.

Included in the team which flew to Greenland for the recent salvage effort was Bill Cramer, chief of the Cleveland Area's Air Traffic Branch.

He had a personal and sentimental interest in the old relic of the skies: one of the two pilots aboard when it left Rockford for Stockholm was his older brother, Parker, known as "Shorty," who later lost his life on a similar flight in 1931. Also along for the salvaging was Victor Hassell, son of the other pilot, Bert Hassell.

Bill, himself, a mechanic at the time, helped prepare the plane for its trip across the polar regions. And he was in Rockford when it took off from a cow pasture on the first leg of its flight to Stockholm—a hop that would demonstrate, the aviators hoped, that the shortest, most practical and safest air route to Europe was via the Arctic rather than the Atlantic.

Shorty arranged for three refueling bases along the trackless route. The city of Rockford subscribed \$30,000 to finance the flight and in gratitude the two fliers named their plane "The Greater Rockford."

Rendezvous in Greenland

Six hours and 40 minutes after leaving Rockford, the plane landed at Cochrane, Ont., the only scheduled stop before Greenland. After a two-day delay in Cochrane because of weather, the pair set out for a remote point on the Arctic Circle—Mt. Evans on the west coast of Greenland. There, they were to rendez-

vous with the University of Michigan Meteorological Expedition, refuel and continue their flight.

At first, they maintained their course by using landmarks as checkpoints. By nightfall, they were over the vast Quebec wilderness. At dawn, Cape Chidley was behind them and they were crossing Hudson Strait.

Then, between Baffinland and Greenland, severe weather threw them off course. To make matters worse, proximity to the magnetic pole made their compass useless.

When they finally reached the coast of Greenland, they were about 400 miles south of where they intended to be. They flew north along the uninhabited shoreline, hoping to locate the expedition's camp, marked on their map as being at the base of a mountain, near the end of a sound. But which sound? Which mountain?

Aimlessly, they skimmed the bleak coast trying to locate the expedition. When their fuel gauge registered "empty," they brought the plane down safely on an unnamed ice cap at the head of a large fiord.

26 Hours—2,400 Miles

Since leaving Cochrane, they had flown 2,400 miles in about 26 hours. They estimated they were still about 60 miles from the expedition's camp. With a constant east wind behind them as a guide, they started hiking toward the camp, expecting to complete the trek in two days. It took 15.

Food ran low and they rationed themselves to five ounces a day of pemmican (a preparation of dried beef, flour, molasses and suet) used by explorers for emergency rations.

Following the edge of the ice cap proved dangerous and wearying. Once, Shorty began to sink in a patch of loose ice and snow. Hassell rescued him, using a rope made of clothing tied together to pull



Pilots Bert R. J. (Fish) Hassell (left) and Parker D. (Shorty) Cramer stand just before takeoff Aug. 16, 1928 from Rockford, Ill., headed for Sweden.

(Photo courtesy Rockford)

him out. Several times, they had to strip and swim glacial streams with their bundles tied to their heads.

As the days dragged on, another fear gnawed them. They knew the expedition was set to break camp Sept. 1. That date found them still a good distance away, barred from their destination by a wide fiord.

Grim Choice Pondered

Now, a hard choice confronted them. They could walk around the fiord, but this would take hours and they might arrive too late to rendezvous with the expedition. Or they could attempt to swim to the other side, risking drowning in the icy water.

As they pondered the question, they saw a tiny speck in the distance. They thought it might be a small boat and sent up a smoke signal, hoping someone would see it. They also fired one of their few remaining shells.

Eskimos saw the smoke signal and informed the expedition leader, who sent a boat to rescue the pair. Help came none too soon—members of the expedition were in the process of breaking camp and preparing to leave.

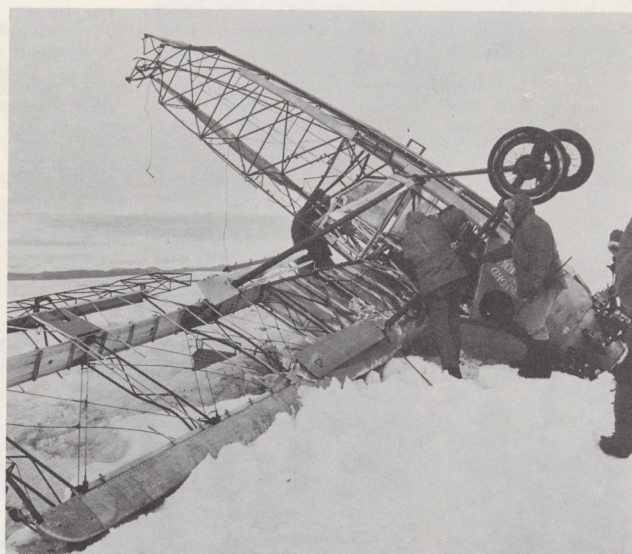
With no hope of salvaging their plane, the two aviators returned to the United States with the expedition.

In 1944, a U.S. Army pilot spotted the plane on the bleak ice cap and photographed it, thinking it might be the wreckage of a missing Army aircraft. The plane's identity remained a mystery until the pictures were shown to the commanding officer at a U.S. base in Labrador. The CO identified it immediately—he happened to be the same Bert Hassell who had landed it there 16 years earlier.

Though Hassell was interested in salvaging "The Greater Rockford," several more years were to pass before this could be arranged.



...mer stand by their plane
...Sweden.
(Rockford Register-Republic)



In photo (above left), Bill Cramer (right), Cleveland Area Office AT Chief, chats with Victor Hassell in front of salvaged Stinson "Detroit." Cramer's older brother and Hassell's father flew the plane to Greenland in an effort to pioneer a polar air route. The worth of the route later was vindicated by its use in World War II. At right is another view of the ill-fated craft.



A short helicopter trip—then the old aircraft began its trip back to the U.S. where it will find a less forbidding home in a museum.

Finally, 40 years and five days after it left Rockford, the Stinson was freed from the ice which imprisoned it. A salvage and recovery team, under the direction of Greenlandair personnel, flew to the ice cap where the plane lay on its back, stripped of fabric by wind, ice and snow.

The main structure and aluminum parts were in excellent condition. Found inside the plane were Shorty Cramer's pilot license (No. 4) and a briefcase stamped in gold letters: "Aeronautics Branch, Department of Commerce." Shorty, an inspector with FAA's predecessor agency, had been on leave of absence when he and Hassell started their historic flight.

Plane Airlifted

The plane's wings were unbolted and strapped to the fuselage, which was hitched to a steel sling. A cable dangling from a Sikorsky S-61N helicopter was attached and in 55 minutes the old plane was airlifted to the U.S. Air Force base at Sondre Stromford by the Greenlandair chopper pilot, Capt. Knut Solbakken. At the air base, "The Greater Rockford" was formally turned over to Victor Hassell, representing his father, who was too ill to take part in the mission.

After being restored in the city for which it was named, the plane will go on permanent exhibition either in Rockford or Dayton—a fitting salute to two early pilots who were willing to risk their lives to push forward aviation's bright future.

Back at his FAA office in Cleveland, Bill Cramer said his journey to Greenland was memorable.

"Now, when I look back, I realize I had a grandstand seat at a fascinating and exciting drama. Seeing Shorty's possessions again in that plane I had worked so hard on was nostalgic and sad. But, you know, I'm glad I was a part of those early years in aviation."

Employee Boasts Proud Ancestry

PENDLETON, Ore.—Long before the West was settled, Judith Burke's ancestors enjoyed the bounty of this vast area.

Judith, a Youth Opportunity Campaign employee at the Combined Station-Tower here, is an American Indian of the Umatilla tribe. She traces her ancestry back five generations, pre-dating the West's recorded history. Her forbears include several Umatilla tribal chiefs.

Recently, Judith participated in

the "Miss (Indian) America" Pageant conducted as part of the Indian Days Festival in Sheridan, Wyo. She was sponsored by the Western Region employee's organization, Civilair.

At Sheridan, Judith wore a beaded buckskin dress on which ancient Indian designs appear in brilliantly colored beads. The dress was made by her grand-aunt. Though she did not win, she was proud to represent the Umatilla Tribe and Civilair.

Her Umatilla Indian name is "Hi-yoom-sat-with."

A sophomore at Blue Mountain Community College, she is majoring in business administration.

After completing her school work here, she plans to attend Cook Christian Training School in Tempe, Ariz.

Judith's hobbies include modern dancing, horseback riding and playing the tenor saxophone. She directs the Tutilla Presbyterian Junior Choir.



At Pageant—On the Job

At left, Judith Burke, Youth Opportunity employee at the Pendleton Combined Station-Tower is shown as she appeared in the recent Miss (Indian) America Pageant, Sheridan, Wyo. She is a member of the Umatilla Indian tribe. At right, Miss Burke is shown at work on correspondence with Roy Hanna, facility chief.



Youth Worker

John Scarboro (left), Buildings and Ground Manager for the Jacksonville ARTC Center at Hilliard, Fla., receives "Man of the Year Award" from Leon Jones, Director of the Fernandina Beach JAYCEES. Scarboro was cited for contributions to the youth of the community and unselfish devotion to youth activities. He has been with FAA more than 16 years.

Two Navigation Devices Studied By NAFEC Team

ATLANTIC CITY—Two airline DC-9's, flying for two months between Washington National, LaGuardia and Boston Logan airports, recently completed tests of two different airborne navigation devices for the FAA.

The equipment permits pilots to navigate off airways using existing nav aids and to get a continual pictorial navigation display of their position. Tests were run to evaluate performance of the airborne navigation systems.

Data on plane tracks was obtained from New York Center radar and beacon equipment, supported by NAFEC instrumentation radar. Data collection was handled by NAFEC employees at the airports and ARTCCs. Project programming also was done at NAFEC.

Among those active in the project were Marvin Plotka, project manager; Harold Becker, ATC coordinator; Paul Letzler and Edward Dean, programmers; James Grambart, data collector; and Harry Jackson, facilities applications specialist.

Hopper Honored For Diminishing Directives Flood

WASHINGTON—Lawrence Hopper of the Central Region's Paperwork Management Staff was among those honored at the recent fourth annual Paperwork Management Awards ceremony.

Hopper was cited by the Department of Transportation for his directives improvement work, resulting in fewer and more easily used directives. Cost savings as a result of his work are estimated at \$2 million.

Other FAA employees proposed as nominees for 1968 paperwork management awards were Lester Lord, Chief of the Eastern Region Accounting Division and Orin Knee of the Alaskan Region Paperwork Management Staff. Lord was nominated for improving payroll processing of paychecks and bonds. Knee was cited for improvement of records, forms, directives and correspondence.

William J. Driver, Administrator of Veterans Affairs, was featured speaker at the ceremonies, attended by 400 persons. Driver also presented the awards.

Federal Paperwork Management Awards are Presidentially-approved honors for outstanding leadership and professional excellence in promoting executive management of paperwork in the Federal government. One nomination is accepted from each department and independent agency.



Well Done

Lawrence Hopper (left) Central Region Paperwork Management Staff member, receives a Federal Paperwork Management Award from William J. Driver, Administrator of Veterans Affairs. The presentation was made at the 4th Annual Award Luncheon in Washington.

Handsome New Blazers Adorning Tower 'Team'

DETROIT—If you happen to be in the Metropolitan Airport Terminal here and see a group of handsome young gentlemen wearing gold blazers with contrasting gold and brown crests on the pockets, don't assume they are a travelling ball team or a university group. They are FAA air traffic controllers.

To establish a group identity, most of Metro Tower's personnel recently purchased matching blazers and designed their own distinctive crests for upper left pockets. Since they began wearing the jacks,

compliments have come from all corners of the airport. The airport management is now considering outfitting their operations personnel in similar jackets, bearing a different color and crest.

An identity is now apparent that was not possible before in such a large terminal complex. People have begun to recognize FAAers and speak or wave as they pass by in the terminal.

The jackets also reflect the esprit de corps prevalent at Metro Tower, just as it is among FAA controllers everywhere.



Trail Blazers

Proud of their jobs, this trio from the Buffalo, N.Y., Tower models new forest green blazers with an emblem bearing the DOT insignia with "Federal Aviation Administration" embroidered in gold. From left to right are: Jack Depew, Sandra Regdos and Joe Rittrick.

Quick Action Prevents Building's Destruction

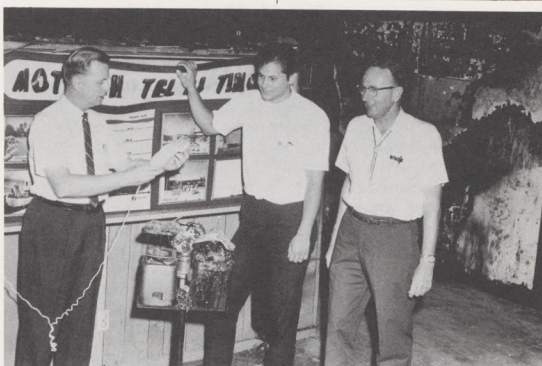
YUMA, Ariz.—Quick action by Larry Morey, FSS specialist, is credited with saving the Yuma Airport Administration Building and \$500,000 in electronic equipment from destruction.

While at work in the station recently, Morey glanced across the lobby and saw that the pinball machine was on fire, and flames were spreading.

After calling the Marine Corps Air Station fire fighting unit, Morey and two Weather Bureau employees grabbed fire extinguishers and began fighting the blaze.

"Countertops lifted and melted like cakes in an oven as the fire charred walls and ceiling," Morey said.

However, Morey and the two Weather Bureau employees, Victor Cotton and Steve Starmer, were able to keep the blaze from spreading.



Real Hot Line



Weather Bureau Meteorologists Victor Cotton and Steve Starmer, along with FSS Specialist Larry Morey (right), view the results of a flash fire at the Yuma Administration Building.



Metro Controllers

Detroit Metro Tower controllers wearing new gold blazers are: kneeling (left to right): Rex Berger, Alfred Weishaar, Richard Wallerstedt, William Clark, Bernard Lewis and Donald Plank. Standing (left to right): Mell White, Robert Ervin, Henry Anderson, James Callahan, George Bell, Floyd Hedlund, John Carey, Martin Mendel and Thomas Jones.

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. Tippets, 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 and training policies, programs and procedures, not operational or technical matters. What's your question?

Question: Are there any regulations which provide for reimbursement of transportation costs to employees who are alternately assigned to perform duties at different facilities geographically located more than 20 miles apart? Why are we forced to spend approximately \$300 a year or more in transportation costs incurred by compulsory duty assignment in two different locations?

Answer: If an employee is assigned to a combined facility, both facilities are considered permanent duty posts. Since the Comptroller General has long held that travel from home to a permanent duty post is personal expense, reimbursement for such travel is not authorized. On the other hand, if an employee is assigned duties at a place other than his permanent duty post (not involving payment of per diem), it is within administrative discretion to authorize reimbursement of transportation costs from home to temporary duty point. However, in exercising this administrative discretion, responsible officials must give due consideration to the interests of both the Government and the employee. In such cases, if the employee did not incur greater "out-of-pocket expense" in traveling from his home to his temporary duty point than from his home to his permanent duty station, reimbursement of transportation costs would not be in order.

Question: I understand that 30 days is the maximum time a person may be assigned duties other than those described by his job description, without resorting to an official detail. Are those days reckoned as calendar or working days?

Answer: "Days" in this case mean calendar days.

Question: Does a person have the right to examine his official personnel file and his local restricted Training/Administrative file?

Answer: Yes. An employee has the right to examine both of these records. There is only one Official Personnel Folder for each employee maintained by the Regional Office Personnel and Training Divisions. An employee who wants to see his folder at the regional office may do so by making his request to his personnel office, preferably through his supervisor. Before making such arrangements, however, you should consider that you have been given copies of most of the material in your folder and that you will not be shown documents of a confidential nature, such as vouchers (replies) from personal references.

The facility where you work maintains a Training and Proficiency Record, FAA Form 2542, for each employee who received training. This record is available for review through the facility chief or his designated representative.

Question: May FAA employees

join a ready reserve unit?

Answer: The final decision as to who may or may not participate in the Ready Reserve lies with the military establishment. In general, all of the military departments now require each participant in the Ready Reserve to provide annually a statement from his employer certifying that there is no objection to his immediate availability for duty in the Ready Reserve unit of which he happens to be a member.

FAA will not grant such certificates to employees holding key positions, with some exceptions (see Order 3300.4). Examples of key positions are: positions graded GS-15 or above, air traffic control specialists (GS-8 and above), electro-mechanical technicians (WB-11 and above), electronics technicians (GS-9 and above) and engineers (all grades and options).

Normally, the military departments separate from the Ready Reserve those members who do not obtain certificates. But there are exceptions, for example young men who have not completed their full military service obligation.

Question: The Pacific Region announces vacancies to the mainland. Why doesn't a continental region announce its vacancies to the Pacific Region? We would like the opportunity to apply. My friend, who completed one tour under the 3R Program, was offered return to a lower grade in his former region while at the same time vacancies at his current grade were being advertised within that region.

Answer: Pacific Region and other FAA overseas organizations with vacancies advertise in domestic regions in order to recruit well-qualified employees to fill overseas positions. Each region may define the area within which it will consider candidates for vacancies. This decision as to the "area of consideration" is based on the number of well-qualified candidates. To the extent well-qualified local eligibles are available, such as in Honolulu, it is more economical and more equitable to hire locally. But the primary source of recruitment for many overseas positions continues to be from the regions on the mainland.

Because there are not always jobs available when employees exercise their return rights, agency policy guarantees them an opportunity to return to the domestic service with grade protection if they stay overseas two consecutive tours. If they stay only one tour, they return to the grade formerly held, such as in the offer made to your friend.

Employees may request reassignments by submitting an updated SF-171, Personal Qualifications Statement, to the desired areas through their personnel offices. Personnel offices will consider these requests along with other qualified candidates in filling vacant positions.

Awards

(Continued from Page 1)

award was for "extraordinary courage and concern for human life while rescuing women and children trapped in their homes by rising waters on Wake Island during Typhoon Sarah in September 1967."

Although hers was a non-departmental award, the name of Rogene Thompson, Supervisory Air Traffic Controller at Anchorage, appeared in the Awards Program. She was chosen for the 1968 Federal Woman's Award on the basis of her career service, "characterized by outstanding ability and achievement."

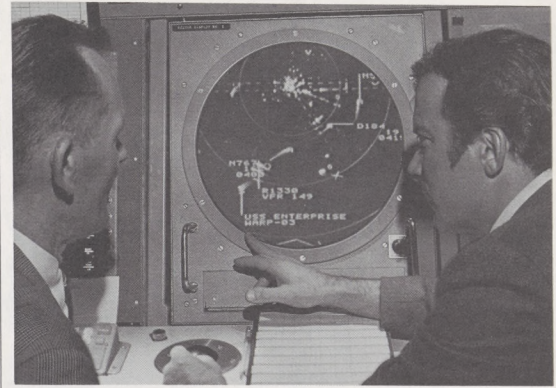
Seventy-three awards were presented at the ceremony, including 57 military awards to members of the Coast Guard and Coast Guard Reserve.

The ceremony was held on the second anniversary of the signing of the Department of Transportation Act. Present were members of the Secretary's staff and heads of the operating administrations.

Oscar Bakke, Acting Deputy Administrator, represented Acting Administrator David D. Thomas, who was out of town.

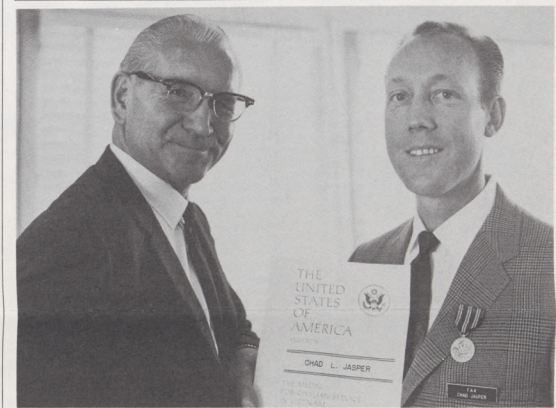
In remarks preceding the presentation, Secretary Alan S. Boyd paid tribute to the honorees and pointed out that they were "taking part in the establishment of a tradition—the first in an annual series of DOT award ceremonies."

He added that the awards were "symbolic of recognition to thousands of dedicated employees, men and women, who throughout the country, render service to our nation, to transportation and to national defense."



Star Trek's Star

William Shatner (right), who portrays Captain James Kirk in NBC's television series, "Star Trek," views data as it would appear on the ARTS radarscope covering his space ship USS ENTERPRISE should such a craft enter the terminal airspace at Atlanta Airport. Briefing Shatner on the semi-automated control system is Atlanta Area Manager Chet Wells. ARTS is the only system of its kind now in actual operation capable of displaying the identity, speed, altitude and azimuth of aircraft on the radarscope. Shatner visited FAA facilities on a recent trip to Atlanta.



For Service

Chad Jasper (right), an electronics technician at Cedar City, Utah, receives the Medal for Civilian Service in Vietnam from Vaughn Clayton, Salt Lake City Area Manager.

Jasper Gets Vietnam Honor

CEDAR CITY, Utah—An FAA employee who was serving at Tan Son Nhut Air Force Base when it was attacked by Viet Cong guerrillas and in Saigon when the Tet offensive struck, recently was honored for his volunteer service.

The employee, Chad Jasper, an electronic technician is now at the Cedar City Airway Facilities Sector.

From June 1967 to June of this year, he was assigned to the U.S. Air Force in Vietnam where he worked on installation and monitoring of electronic equipment.

The Air Force's Vietnam Medal for Civilian Service was presented to Jasper by Salt Lake City Area Manager Vaughn Clayton.

Jasper is a native of Payson, Utah.

Pesky Sloth Disengaged

TELFERS ISLAND, C. Z.—The sad-eyed sloth, like the Southern Region's boll weevil, must have been looking for a home when he climbed into FAA's truck here while driver-technician Donald T. Barrington was busy fabricating a replacement guy wire. After lazily posing for photographs and a few gentle nudges, the mild-mannered mammal departed in his usual stoutheaded way to find a less mobile abode.

These prehistoric hangers are a common sight to FAA employees working in the Balboa Area. Their native habitat is the tropical forests of Central and South America. Sloths' pointed faces, extremely long forelimbs and long, pointed claws give them a weird appearance. However, they are neither vicious nor aggressive.

When observed in their native environment, sloths' coats seem to take on a greenish-gray cast which camouflages them effectively in the dense moss and forest foliage.

Though reported to be low in intelligence, sloths have worked out a way of life that includes sleeping 18 out of each 24 hours. They are most active at night. Their only enemies are the great harpy eagle and ocelots, which can follow them to lesser branches.

They rarely move except when foraging for food, which consists entirely of leaves, tender shoots and native fruits. After a good meal, they prefer to hang lifelessly on some handy tree limb, pole, or convenient FAAer's backyard fence.



Asleep at Wheel

This Telfers Island sloth apparently thought his search for a home ended when he napped on the steering wheel of a truck driven by Donald Barrington, Balboa Area FAA electronic technician. When the busy technician's duties took him elsewhere, the sloth's siesta had to be cut short.

Futuristic Automobile Was 'Homebuilt' Job

LOS ANGELES—The noon lunch period was at hand when the "car of the future" rolled up to the east entrance of the Western Regional office. The low-slung mag-wheeled, copper-colored ultramodern contrivance caught many glances as it rolled to a stop.

Moving from behind the wheel was Bill Basnight, son of Arvin O. Basnight, Western Region Director. A senior at Georgia Tech, Bill dropped by to check some final details prior to leaving for the fall college semester.

His major is industrial management, but the car is only a hobby.

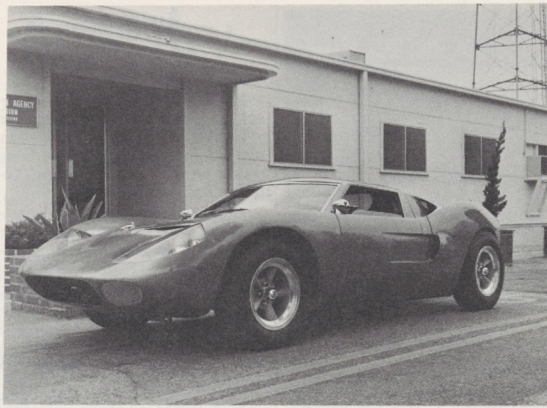
He was solely responsible for the full construction, doing all the steel-tube framework on this powerhouse himself over a year's time. The precast body, however, was commercially produced. The

"bomb" is powered by a Ford eight cylinder, 260-h.p. engine, with an estimated top speed of 170 m.p.h. Bill stated the car was constructed from stock parts, requiring some minor modification due to its special size.

The shiny, clean F70-50 tires are mounted on beautiful magnesium rims. The car's wheelbase is 95 inches, its tread width 58 inches, and its weight about 1700 pounds.

The car averages 20 miles per gallon, because Bill explained, "It is light, with no strain; the engine is mounted in the middle of the chassis, just behind the driver's seat for road balance."

The interior has rich black leather bucket seats and, of course, four on the floor. A custom-built stereo package adds to overall driving luxury.



Self-Styled Car

Bill Basnight, son of Western Region Director Arvin Basnight, constructed the steel-tube framework of this custom car himself over a year's time. The body was commercially produced. A senior at college, he feels the car should get him to Georgia Tech and back this year.

This Versatile Pilot Flies Slow—and Supersonic

By Irving Rippes

WASHINGTON—To keep his hand limber and his eye sharp in a variety of aerial vehicles, Ted Kolankiewicz, Associate Program Manager, Flight Systems, Aircraft Development Service, recently checked out in a Piper "Cherokee," achieving a top cruise of 150 m.p.h.

Four days later, he drove out to nearby Andrews AFB and checked out in a U.S. Marine F-8 "Crusader," exceeding Mach 1.55, or over 1,000 m.p.h. The F-8 "Crusader" is a near-Mach 2 fighter, equipped to carry four 20-mm cannon, Zuni and Sidewinder missiles, and two 2,000-pound bombs.

For his achievement, Kolankiewicz won his 1,000 m.p.h. pin at a recent ceremony held by the Marine Air Reserve Training Detachment at Andrews AFB.

Kolankiewicz has been with the FAA for more than 12 years, including stints as a flight test pilot-engineer in the Central Region and as a research and development pilot-engineer at NAFEC. Before assuming his present duties in the Aircraft Development Service, Kolankiewicz, was a flight test engineer and operations research specialist in FAA's Office of SST Development.

He spent five and a half years on active duty in the Marine Corps during World War II and the Ko-

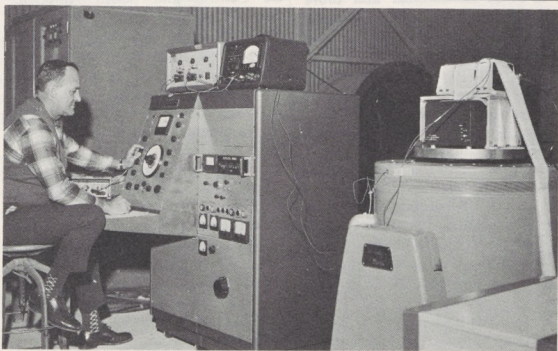
rean Conflict. With 20 years of reserve service in the Marines behind him, he was recently promoted to Colonel, USMCR. He serves as executive officer of Marine Air Reserve Group 7, NAF Andrews.

As both civilian and military pilot, Kolankiewicz has flown some 70 different types of civil and military planes, both production and experimental models, ranging from Piper J-3 "Cubs" to Boeing 707s. He is an active member of the Society of Experimental Test Pilots and holds an Airline Transport Pilot rating.



High-Speed Hop

Ted Kolankiewicz is set to start the engine of F-8 "Crusader" which he recently flew at speeds exceeding 1,000 m.p.h. He is Associate Program Manager, Flight Systems, Aircraft Development Service in Washington.



Shake Test

Donald Kelly, engineering technician at NAFEC, switches on a vibration table that will test two miniature teleprinters under simulated airborne stresses. The teleprinters are being considered as part of a digital data communications link, in which they would reduce the number of voice radio messages and would be preferable for receipt of flight clearances, for example.



United Stand

ATCS John Depew (second from left), Buffalo Tower, presents plaque to Vincent Adamitis, United Airlines, to mark 100,000th instrument operation handled by the tower during fiscal year 1968. Joining in the ceremony are (left to right): Airport Manager Richard Rebadow, Depew, Adamitis, Facilities Training Officer Max McSherry and Facility Chief William McLean.

Aircraft Materials Tested

ATLANTIC CITY—Recent burning tests show that a number of materials used in transport cabin interiors have good heat stability properties without generating large quantities of smoke or gases.



Mail Clerk

Originally from the island of St. Paul in the Pribilof Islands in the Bering Sea, Sonia Emanoff and her family now reside in Anchorage. She is a Youth Opportunity Trainee in Alaskan Region and is employed as a mail clerk. Sonia plans to go to the University of Alaska.

Laboratory studies made by the National Bureau of Standards for the FAA measured combustible characteristics of cabin interior materials and resulting smoke and gases. The study is part of an agency program to increase survivability in accident-fire situations. FAA has been fire-testing cabin interior materials since 1963 both in the laboratory and in full-scale tests at NAFEC. Most of the tests have been directed by project manager John F. Marcy.

The agency will use information gained in the study to develop improved fire safety standards for civil transport airplanes. The report on the tests, NA 68-36, released recently at NAFEC, describes materials tested and summarizes smoke and gas measurements.

Materials tested include those in current use and others considered for future use. Materials tested are used for seating, upholstery, cushions, padding, ceilings, flooring, carpet underlay, drapery, walls, sides, bulkheads and partitions. They are also used for liners, insulation, panels, covers, window shades, window panes, trim, window frames, handles, trays, racks, pans, blankets, hoses, seals and the galley area.

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