



Have a
Happy
Thanksgiving!

Persuasion, Skill Cheat Hurricane Of Pilot Victim

By Thom Hook

KEY WEST, Fla.—Because a dedicated off-duty agency employee decided to drop back to the office to see how things were going, a grateful pilot is alive today.

James Holyfield, FSS Chief here, had done his day's work Oct. 15, and after supper was ready to relax with the newspaper. From his house he could see the runway lights at Key West International Airport, where his FSS is on the second floor of the terminal building.

Noting an increasing number of lights from landing planes, Holyfield abruptly folded his newspaper and told his wife he was going back to the FSS to see if he could help out. The headlines were telling all who lived along that 100 mile narrow string of Keys that Hurricane Gladys would arrive the next morning and planes from up the Keys were being evacuated to hangared security at Key West.

Holyfield drove to the terminal where he noted that the winds were extremely strong, gusting to 37 knots. He greeted Henry Till, ATCS on duty, at 6:20 p.m. and found him extremely busy, handling 48 flight plans. Added to that, a few minutes earlier a lost pilot in a Cessna 150 had requested DF assistance.

Holyfield told Till to handle the increased traffic and close the flight plans as the successfully evacuated planes landed while he rendered urgently needed DF service to the lost pilot.

Simple Flight Becomes Complex

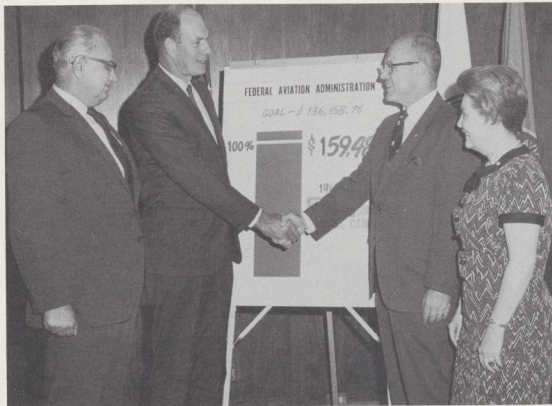
The lost pilot had departed about sunset from Marathon Airport, about 42 miles up the Keys. His trip to get the aircraft to a safe haven from the onrushing hurricane should have taken about 25 minutes. The ceiling was too low to simply follow the 258 degree VOR radial—he would have to fly above 1,000 feet to receive Station EYW-line-of-sight transmission, and the ceiling forced him down to from 500 to 700 feet most of the way.

When FSS Chief Holyfield got his DF bearing, the 37-knot winds and violent up and down drafts had blown the light single-engine plane to an unknown point somewhere northwest of Key West International.

But the disoriented, excited pilot insisted he was south of Key West, probably thinking he had compensated adequately for the strong wind. Holyfield repeatedly had to re-check the position, picking up only one out of every six revolutions of the plane's strobe light. Firmly, Holyfield had to insist that the pilot fly southward of 160 degrees, despite the pilot's seat-of-the-pants feeling that this meant flying farther from his destination.

"I'm entering moderate rain... strong up and down drafts," the lost pilot radioed, his transmission somewhat garbled from the plane's

(Continued on page 7)



Way Over the Top

FAA employees living in the Washington Metropolitan area far exceeded their Combined Federal Campaign goal of \$136,158 by contributing a total of \$159,485—117 per cent of the dollar goal. Employee participation reached 98 per cent. Secretary of Transportation Alan S. Boyd (second from left), congratulates Acting-Administrator D. D. Thomas on the achievement early in recent campaign. Also present were Clarke Harper, FAA vice chairman for CFC and Mary Healy, assistant vice chairman.



Departmental CFC Award

Alan L. Dean (right), DOT Assistant Secretary for Administration receives Combined Federal Campaign Award from Frederick A. Batrus, Assistant Postmaster General and co-chairman of the 1968-69 campaign in the Washington area. The award was to DOT, which was among the first in Washington area to surpass its goal, contributing a total of \$297,353—amounting to 117 per cent of the dollar goal.

Damaged in Crash, ILS Is Quickly Restored

CHARLOTTE, N.C.—When an aircraft accident badly damaged the instrument landing system here, FAA employees at four widely-separated points worked together to get the facility back on the air. The job, which ordinarily could have taken weeks, was accomplished in less than six days.

Credit for the accomplishment is shared by employees at Atlanta, Oklahoma City, Fort Worth and Charlotte.

No time was lost in restoring the ILS on busy Douglas Municipal Airport when it was knocked out recently in the crash of a twin-engine plane. The V-ring antenna system was wiped out in the crash near the localizer antenna.

The Atlanta Area Office quickly notified the Southern Region's Airway Facilities Division. Richard Ladzinske and Herbert Axom of that division promptly appealed to the Aeronautical Center for help in finding replacement parts for the damaged system.

Center personnel were able to locate a spare system in Houston. The Southwest Region promptly arranged to have the equipment shipped directly to Douglas Municipal.

Waiting at the airport when the shipment arrived were five men from the Charlotte Airway Facilities Sector: Troy Hight, the AFS Chief; and technicians Leon De-

(Continued on page 7)

First 8 Winners Named In New 'Save' Program

WASHINGTON—Eight FAA employees at four facilities have earned special awards in a new annual program aimed at giving national recognition to Air Traffic

personnel who contribute significantly to flight assists, more commonly known as "saves." Winners were announced by William F. Fener, Acting Director of Air Traffic Service, who sent each a letter of congratulations and commendation. Each will receive a certificate and a cash award of \$500 at special Washington ceremonies scheduled for Dec. 3.

Winners for the 1968 fiscal year are:

Wausau, Wis. FSS: Duane Rugg, John Hochbarger and Dave Strachan.

Burlington, Iowa FSS: Jack McCormick and Ronald Vander-molen.

Charleston, W. Va. Tower: Irving Greenblatt and Lawrence Proffitt.

Huntington, W. Va. FSS: Andrew McMorrow.

The three Wausau FSS employees brought a lost pilot through the "soup" to a safe landing at Wausau Airport though he was having trouble with his instruments and though obstructions in the area made the "save" extremely tricky.

Burlington FSS employees "talked in" a lost pilot in extremely poor weather despite extraordinary communications difficulties.

(Continued on page 7)

Office Personnel Given Orientation

KANSAS CITY—A two-part program has begun here to keep secretaries and clerical employees better informed and provide opportunity for self-improvement.

Quarterly get-together meetings of Division and Staff Office secretaries and secretaries of the Kansas City Area Manager already are set. Two one-day seminars have been held at the University of Missouri in Kansas City.

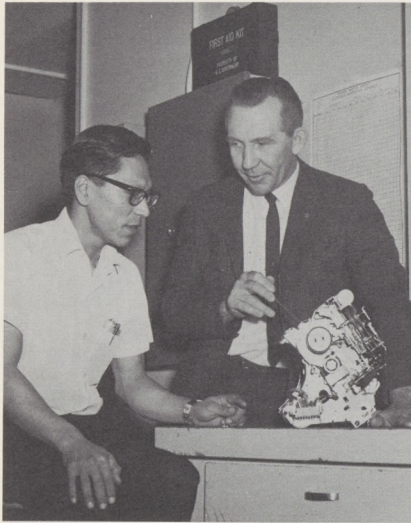
University staff members lectured and led group discussions on "Motivation and Human Relations," "The Dual Role of Working Women," "Communications Skills," and similar topics.

Seminars were enthusiastically received by the 152 secretaries and clerical employees attending. Similar sessions are planned next year. In opening remarks at the seminar, Deputy Regional Director Daniel E. Barrow noted that such training is vital to successful accomplishment of the Central Region's mission in view of the key role secretaries and clerical employees play.

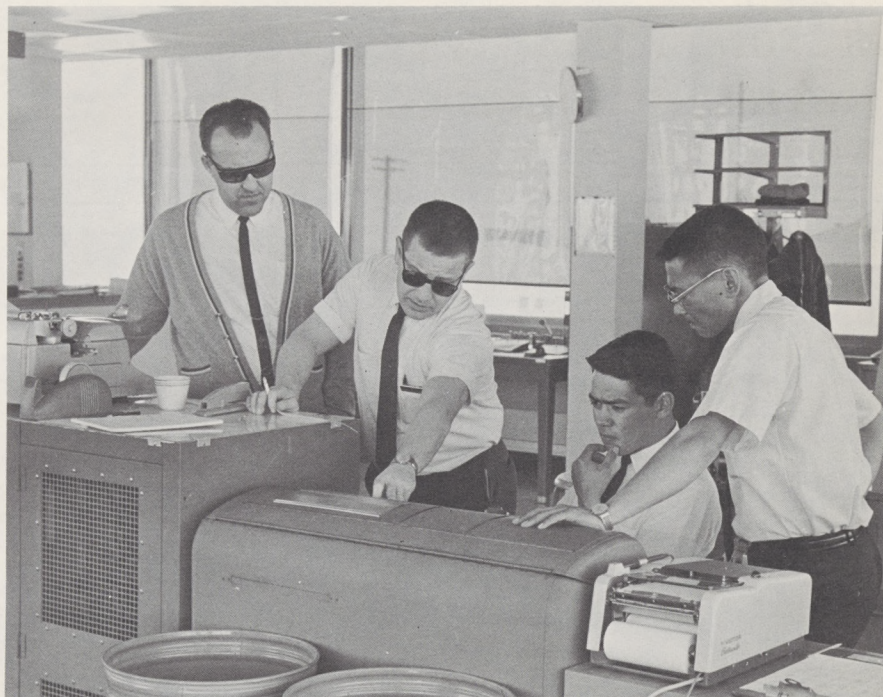


From Saudi Arabia

Omar Barayan (left), student from Saudi Arabia enrolled in an advanced class in air traffic control at the FAA Academy, begins flying lessons with Lloyd Catlin, his instructor. Barayan is one of 17 students from Greece, Ghana, the Philippines, Thailand and Saudi Arabia taking flying lessons while stationed at Oklahoma City. He has about 35 hours to his credit.



Thor Weatherby (right), senior electronics technician at Nome, points out component of teletype equipment to Wilson Angnabooguk, electronics technician trainee.



Roland Amrhein (second from left), ATCS, gives pointers on teletype machine operation to Homer Hoogendorn and Albert Lee, air traffic control trainees. At extreme left is Robert Major, ATCS.

Alaska Discovers Personnel 'Pay Dirt'

Last January, Lyle Brown, Alaskan Region Director, asked the Civil Service Commission to give the green light to a new program aimed at utilizing more fully the skills of native Alaskans, including Eskimos and Indians.

He urged that they be hired as air traffic control specialists (station-student trainee) and electronics technician positions as one approach to the problem of personnel turnover which was especially critical in Alaska. In some remote areas, where the comforts and diversions of larger cities simply did not exist, turnover sometimes soared to as high as 40 per cent of the complement.

Under the return rights program, employees hired "outside" may return to their parent regions following a two-year Alaskan tour of duty.

"When they leave Alaska, they take with them a lot of training and experience—and leave behind hard-to-fill vacancies," said Clyde Shoe, the Region's Chief of Personnel and Training.

CSC "bought" the Region's plan and authorized training agreements for 10 positions.

Hired below journeyman levels at GS-4, trainees can advance to GS-9 in two years, if qualified.

The program seems to be surpassing expectations. Eskimos, known for resourcefulness in meeting the challenges of a hostile environment, are working out very well at such places at Nome and Barrow.

"Our five trainees are as good as gold," said Carl Melton, Nome Area Manager. The comparison is apt, because if the trainees "pan out," the agency stands to save a lot of money.

Nome received three electronics trainees—Wilson Angnabooguk, Ralph Kowchee and Roger Seetot—and two air traffic control trainees, Homer Hoogendorn and Albert Lee.

Kowchee, the first to sign a training agreement almost two years ago, already has made the grade and has been assigned to McGrath. He formerly was an electronics technician with Federal Electric.

Angnabooguk and Seetot show promise of joining

the Region's work force soon as fully-qualified technicians. Their training supervisor, Thor Weatherby, Senior Electronics Technician, finds them quick to learn and eager to apply themselves. Both had high qualifications even before entering the program. Angnabooguk had completed an electronics course at DeVry Institute in Chicago, a home study course in electronics and several electronics courses while in the military. Seetot, who once worked as a repairman for AT&T in California, completed RCA Institute courses in California and New York.

There's similar good news about Nome air traffic trainees Homer Hoogendorn and Albert Lee.

"These men are excellent prospects and should make the grade as fully-qualified air traffic controllers," said Robert Major, ATCS at Nome FSS.

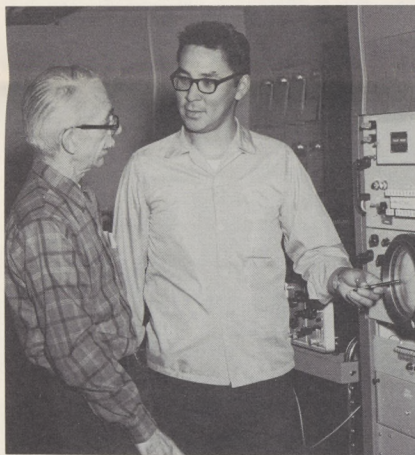
Both Hoogendorn and Lee also had a head start when they entered the program. In the military, Hoogendorn was trained as a pilot in single-engine light transport aircraft and holds an Aircraft and Powerplant Certificate. Lee, a former correctional officer for the Nome State Jail, had communications specialist training while in the Army.

Reports on other trainees are equally optimistic. At FAA's northernmost flight service station, Barrow, air traffic trainees William Neakok and Daniel Truesdell have been promoted to GS-5 after six months of training. In 18 months, they should be fully-qualified for jobs as GS-9 journeymen traffic controllers.

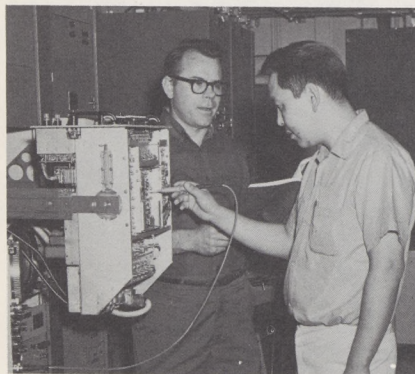
Promotions to GS-7 have gone to electronics trainees Adolphus Hensley at Cordova and Thomas Foss at King Salmon. At Northway, Roy Sam, a maintenance worker six months ago, has been promoted to general mechanic, WB-7.

The Region can truly say it has struck "pay dirt" in effective utilization of a new and dependable source of personnel: native Alaskans.

It is unlikely that any of them will ever contribute to the turnover problem. As one supervisor put it, "They were born here, they prefer living here, and they will stay here."



Winslow Balluff (left), electronics technician at Nome, works on direction finder with Roger Seetot, electronics technician trainee.



Ralph Kowchee (right), electronics technician trainee, troubleshoots a receiver circuit under the watchful eyes of Lee Nester, senior technician in charge, at Nome.

Microfilm Seen as Way To Trim Bulky Records

WASHINGTON — Maintenance manuals for the FAA Jet-Star will be reduced to a tiny fraction of their former bulk in a test program that could lead to wider agency use of the microfilming process.

The program is being conducted jointly by the Flight Standards Service and the Office of Management Systems. By microfilming manuals, now kept in bulky loose-leaf folders, 2,500 to 3,000 pages of material can be contained in a cartridge about the size of a pack of playing cards.

The initial test will determine user reaction. If successful, all agency aircraft maintenance manuals will be converted to microfilm and the system will go into operation at all agency aircraft maintenance bases. Each maintenance base would be equipped with microfilm reader-printers on the hangar floor.

Using an index system, the manual page required can be positioned on the viewing screen in a matter of seconds. If a copy of the text or diagrams is needed to perform specific maintenance tasks, a full-size copy begins to emerge from the machine at the push of a button. Copying takes only five seconds per page.

The ultimate goal in agency aircraft maintenance would be to give each mechanic the up-to-date material required for each assigned job.

This would eliminate the present time-consuming search for information through thousands of pages of manuals.

The new system would insure that all manuals throughout FAA are uniformly revised and updated at all bases and would eliminate purchase of additional manuals and revision services from manufacturers.

Other benefits would include reduction of storage space by 97 per cent, elimination of note taking by mechanics and reduction of printing, mail and handling costs.

It is estimated that approximately 9,000 binders of material could be done away with if the program were to be adopted.

Plans for use of microfilm in aircraft maintenance work are being developed under the direction of William G. Shreve, Jr., Chief, Aircraft Programs Division and Owen F. Thomas, Chief, Management Analysis Division, in coordination with the Aircraft Services Base.

The working group surveying development of microfilming techniques consists of Frank O. Milzman, Avionic Maintenance Specialist, Ronald G. Sword, Chief, Quality Control at Hangar 6, and Samuel W. Pendleton, Management Analyst. Actual testing will be under the jurisdiction of George W. Bodkin, Chief of the Aircraft Avionics Maintenance Section at WNA Hangar 6.



Farewell to Shemya

Shemya Island in the Aleutians, which for many years was a key communications center for flights to and from the Orient, now has lost that strategic status: high frequency communications for North Pacific air traffic now are centered at Cold Bay. The last two FAA employees recently left the island.

Last Employees Bid Farewell to Desolate Shemya

SHEMYA, Alas.—The last two FAA employees to be stationed at Shemya — electronics technicians Felix Martucci and Joseph Gerth—recently bid a fond farewell to this desolate island in the Aleutians.

Now, both Martucci and Gerth are happily at work on new assignments in bustling Anchorage.

The attitude of both civilians and the military concerning duty on Shemya is amusingly illustrated by a manhole cover placed near base headquarters. It bears an inscription declaring that whoever "pulls the plug" will sink the island.

Communication facilities were first established on this windswept, lonely island by Northwest Orient Airlines in the early '50s to serve flights using the Great Circle route to the Far East. In 1961, the Air Force set up a base here to provide service for military flights. Two years later, the FAA took over operational control of the high frequency communications system on the island and staffed the station with four controllers and a technician.

Advances in communications technology, circuitry and antennas enabled the Alaskan Region to look into the possibility of serving this area remotely from a more favorable location. A six-month test proved this feasible, so powerful new transmitters and receivers were installed at Cold Bay, much nearer the mainland.

There being no further need for the agency to keep anyone on Shemya, Martucci and Gerth were transferred.

Controllers Undaunted By Airport Renovation

DAYTONA BEACH, Fla. — When you have as many as 90 construction vehicles per hour crossing active runways during a major airport construction program, it isn't easy to maintain a safe and smooth flow of air traffic—but it was done here with exceptional efficiency.

From Oct. 16, 1967 to June 30 of this year, controllers at Daytona Municipal were in the middle of a half-million dollar airport project, including construction of a new runway and taxiway, resurfacing of a runway and extension of runway and taxiway lighting. The problem was further complicated by inauguration of jet service and running of the "Daytona 500" stock car races during the construction period, resulting in an increase in both the number and character of aircraft operations.

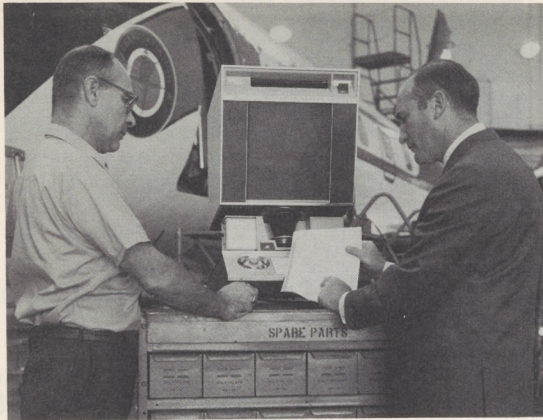
For the professional manner in which the tower handled traffic in the face of these difficulties, all 15 controllers at the tower have been granted Special Service Awards. A special facility unit citation also was conferred on the entire tower "team."

In presenting the awards, John Graffius, Chief of the Miami Air Traffic Branch, praised the employees' devotion and dedication to duty in the difficult months during which instrument operations increased by 17 per cent.

With the new runway in operation, Daytona Municipal is now averaging about 18,000 operations annually. By the end of 1969, this figure is expected to increase to almost 300,000.

Controllers receiving the Special Service Awards are: James Bag-

gett, William Bell, Elbert Chambers, Albert Ensell, Jr., O. J. Hammons, James Horton, Ralph Huggins, Joseph Kingston, Thomas Kirchofer, Emory P. Kirksey, Charles Martin, Richard O'Dea, Charles Powell, Charles Schmiss-rauter and Billy Zachary.



Study Underway

Frank Milzman (right), avionics electronics specialist, Aircraft Programs Division, Flight Standards Service briefs Ronald Sword, Chief, Quality Control at FAA's Hangar 6 maintenance base, Washington National, on microfilm reader-printer operation being used in current series of tests aimed at simplifying and reducing the volume of maintenance records.



VIPs at Open House

When Brunswick, Ga., FSS marked its 30th anniversary recently with an open house, more than 100 persons attended, including several VIPs. Among visitors greeted by FSS Chief Ben Eulenfeld (left) were (from left): Congressman W. S. (Bill) Stuckey, "Miss Georgia '68" and Neil Holton, president of the Georgia Jaycees. At right are Henry Moss, maintenance technician; and Luther Smith, ATCS.

Woman Pilot Praises FAA

PHOENIX, Ariz.—After flying across the nation as co-pilot in the All-Woman Transcontinental Air Race, Mrs. Sue Mapp Harper took pen in hand recently to thank the many FAA employees who helped make her journey safer.

Her letter, published in the November 1968 issue of "The AOPA Pilot," thanked "those great people—the tower controllers, flight inspectors and all the flight service folks."

The appreciative Powder Puff Derby pilot went on to tell how during her flight she felt that "those folks did their utmost to

help make our trip across country as easy as possible. And I felt they did it happily!

"I know they went out of their way to help us, but they certainly did not make us feel that we were bothering them; on the contrary, they made us glad we took the time with them."

Mrs. Harper went on to say that in the past three years she had flown across the nation four times, and "whether traveling with my husband and children or with my Derby pilot, the men and women of the FAA are responsible for making our flights the greatest!"

'13' Jinx Defied By Student Pilot

FLORENCE, S. C.—To prove that he is not superstitious, Donald Cox, ATCS at the flight service station here soloed Friday, Sept. 13, with 13 hours' flying time.

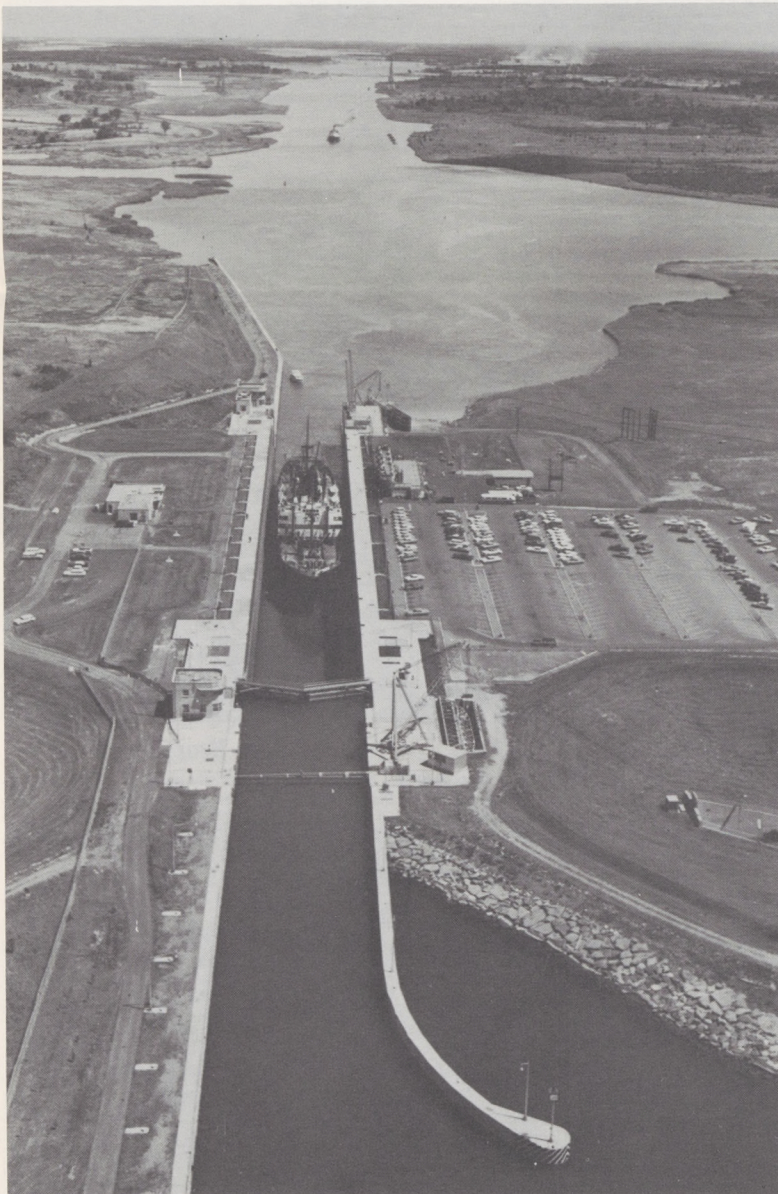
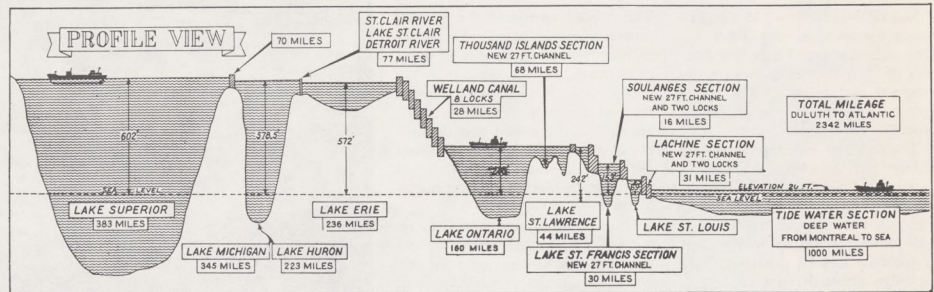
HORIZONS

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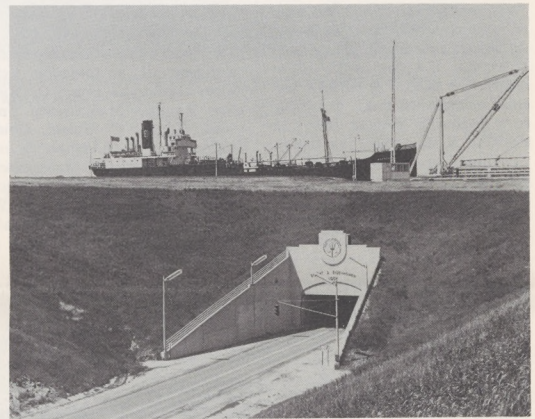
Acting Administrator	DAVID D. THOMAS
Director, Office of Information Services	CHARLES G. WARNICK
Chief, Employee Information Division	CLIFFORD CERNICK
Layout/Production	GERNOT RASMUSSEN



Joseph H. McCann
Administrator
Saint Lawrence Seaway
Development Corporation



This aerial view of Eisenhower Lock looks downstream toward Snell Lock. An upbound vessel is in the lock chamber and a pleasure craft is just leaving the lower guidewall. In the right foreground, a vehicle is shown entering the Eisenhower Tunnel under the lock.



A downbound vessel passes over the Eisenhower Tunnel on entering the lock chamber at Eisenhower Lock near Masenna, N.Y.

The St. Lawrence Seaway Development

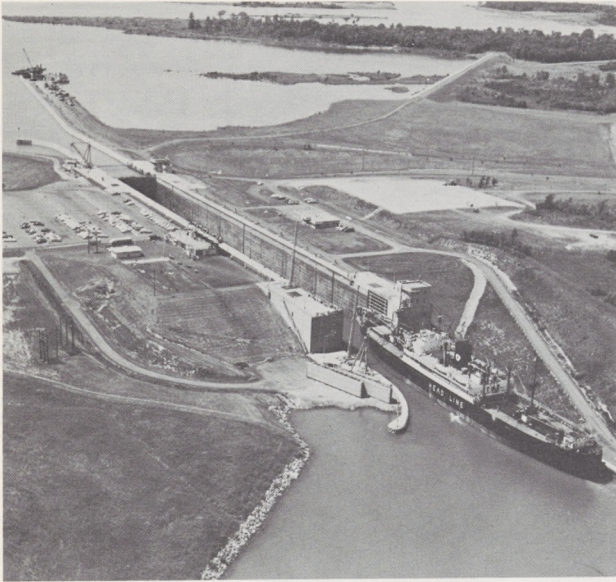
The Seaway

On June 26, 1959, President Eisenhower and Queen Elizabeth dedicated the greatest multi-purpose construction project in history—the St. Lawrence Seaway.

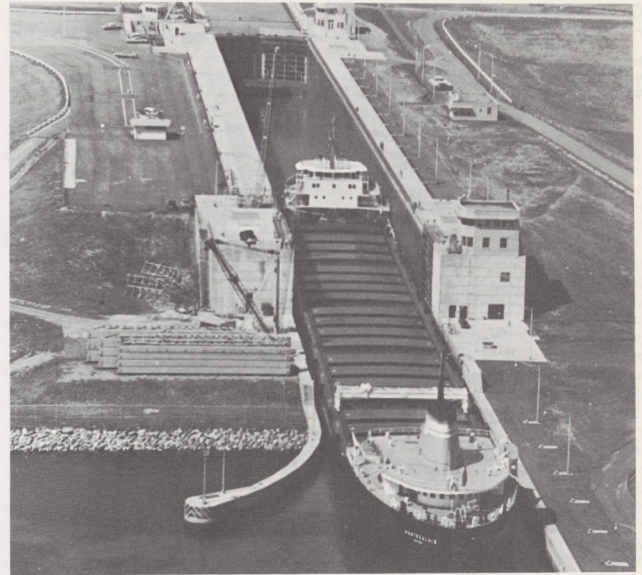
Demonstrating once more the friendship and goodwill existing between them, the United States and Canada had forged in harmony one of the globe's most impressive engineering and construction achievements.

The Seaway links the Great Lakes to the Atlantic Ocean. A vessel entering the Great Lakes from the Atlantic ascends 20 feet above sea level in the 1,000-mile-long reach up the Gulf of St. Lawrence and St. Lawrence River to Montreal, Quebec. At Montreal, the vessel enters the first of seven locks, two within U.S. waters and the remainder in Canadian waters. These locks raise or lower shipping a total of 226 feet in the 182-mile stretch of the St. Lawrence River between Montreal and Lake Ontario.

Besides the two 45-foot vertical lift, gravity flow locks on the U.S. side—the Eisenhower and Snell Locks—the Seaway consists of the 10-mile-long Wiley-Dondero Ship Channel and 104 miles of open river channel traversing the St. Lawrence and

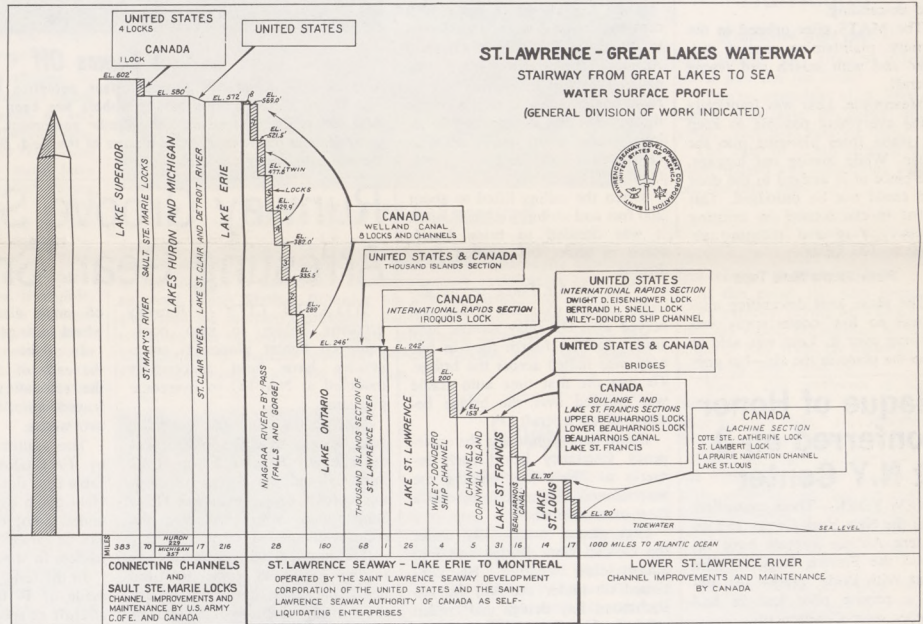


An aerial view shows a vessel entering the lock chamber at Eisenhower Lock on an up-bound transit of the St. Lawrence Seaway.



The SS MONTREALIS, a 730-foot by 75-foot bulk carrier, is shown leaving Snell Lock on a downbound transit.

In their journey from the Atlantic Ocean to the western terminus of the Seaway, large freighters are lifted from sea level to an elevation higher than the Washington National Monument (555 feet tall).



Another Feature Devoted To One of the DOT's Operating Administrations

Development Corporation Seaway Story

Thousand Islands sections of the St. Lawrence Seaway.

From a military point of view, the Seaway is considered a prime means of moving large quantities of war materials from the nation's industrial heartland to any potential point of conflict, hot or cold.

Though the Seaway was built primarily to move large tonnages of iron ore from the lower St. Lawrence to inland steel plants, it opened the uppermost reaches of the Great Lakes to ocean-going world trade and now ever-increasing tonnages of all kinds are using the Seaway.

Operated by U.S. and Canada

The Seaway, built and operated jointly by the United States and Canada, is unique in that statutes of both nations provide that the full costs of construction, operation and maintenance, with interest, be repaid to the Federal treasuries within 50 years, from revenues raised by assessment of tolls levied against Seaway users.

Since approximately three-fourths of Seaway lies within Canada, three-fourths of the \$470 million total cost is being borne by that nation. The remainder, \$120 million—undertaken by the U.S. revenues from

shippers—is similarly divided, with 73 per cent going to Canada and 27 per cent to the U.S.

Wilson Started Bid for Support

The St. Lawrence Seaway had its inception in the Wiley-Dondero Bill—Public Law 358—passed by the 83rd Congress. Signing of the bill on May 13, 1954 by President Eisenhower culminated efforts by every President beginning with Woodrow Wilson to obtain bipartisan support for the waterway and power project.

The U. S. Army Corps of Engineers was designated the design and contracting agency for the St. Lawrence Seaway Development Corporation, with actual construction performed by private contractors under competitive bidding.

Since its inception in 1958, the Corporation moved from the jurisdiction of the Department of Defense to the Department of Commerce, and finally to the Department of Transportation, in October 1966.

The corporation is headed by an Administrator appointed by the President with the advice and consent of the Senate. The present Administrator is Joseph H. McCann. The Corporation also has an advisory board of five members, presently consisting of:

Harry C. Brockel, Milwaukee; Miles F. McKee, Detroit; Kenneth M. Lloyd, Youngstown, O.; Thomas P. McMahon, Buffalo; and Martin W. Oettershagen, Chicago.

The Corporation has its headquarters in Massena, N. Y., and employs 160 persons in administration, lock operation and maintenance of facilities.

This year finds the Corporation in the midst of an intensive rehabilitation program to insure the continued service of lock facilities. Snell and Eisenhower Locks are undergoing a \$13 million rehabilitation project to repair structural cracking and deteriorating cement work. This major work will be carried out during the winter months—the period between Dec. 15 and April 15—in order not to interfere with the normal shipping season.

In the nine years since the Seaway opened, cargo tonnage has soared from 20 million tons to 49 million tons, enough to warrant researching the projected need for duplicating the lock facilities. Theoretical capacity of existing facilities is approximately 65 million tons. That level will be reached in approximately 10 additional years.

Then, construction will have to begin once more on the St. Lawrence.

ATC Expertly Handles Emergency over Pacific

By Bob Huber

SAN FRANCISCO — It started with a terse radio appeal for help from the pilot of a San Francisco-bound Cessna 310 far out in the Pacific.

"Mayday! Mayday! I've lost an engine and I'll have to ditch!" the pilot radioed. He was John Lear, son of the noted aviation industrialist. Ferrying a twin-engine Cessna 310 across the Pacific, he was three hours from his San Francisco destination when one engine cut out.

Lear's distress call was picked up by the captain of Pan American Flight 813, who relayed it to the Oakland ARTC Center. There, Controller Robert Potter alerted search and rescue facilities and aircraft in the vicinity of the crippled plane.

Promptly, a Military Air Transport pilot advised FAA he had established visual contact and communication with Lear's plane.

Lear reported he was at 5,500 feet, unable to hold that altitude and descending.

The MATS pilot orbited in the vicinity, maintaining contact with Lear and with search and rescue aircraft.

Meanwhile, Lear was frantically doing everything possible to keep his plane from plunging into the ocean. While tossing out luggage, one piece of it wedged in the door and could not be dislodged. This added to the hazard by creating excessive drag and reducing air speed to 105 knots.

Plane Skims Wave Tops

The plane kept descending until it was so low ocean spray was washing over it. Lear was able to keep the plane in the air—but only

Plaque of Honor Conferred on 3 At N.Y. Center

NEW YORK—Three controllers from the New York Center and an Eastern Airlines captain have received the Eastern Region's "We Point With Pride" plaque for saving a private pilot lost in bad weather over Connecticut.

The FAAers are George Ricardo, Warren Martin and Stuart Jones. Capt. L. L. Page is the airline pilot who assisted them in talking the private pilot to a safe landing.

The incident occurred when Controllers Ricardo, Martin and Jones heard pilot Ed Carlson calling Bridgeport and Bradley towers on an emergency frequency and getting no response. Through transmissions from another aircraft, Center controllers learned that Carlson was lost and in need of assistance and called on Capt. Page in EAL 3464 to relay instructions to the pilot.

After getting Carlson to an altitude above the overcast, Capt. Page was then vectored to make an intercept so that Carlson could "follow the leader." A few minutes after playing this game, Carlson sighted the high intensity lights at Bridgeport Airport and landed safely, his fuel tank almost dry.

The four plaque awards were conferred by Christian B. Walk, Jr., New York Area Office Manager.

a few feet above the ocean.

Within about a half hour, a Coast Guard C-130 established visual contact with Lear's plane. Both aircraft were so low, however, that at the Oakland Center oceanic radar controller Basil Ward couldn't pick them up either on the radio or radar.

Subsequently, 140 miles west of San Francisco, an Air Force C-130 from Hamilton AFB established visual and radio contact with both Lear's plane and the Coast Guard C-130. At the suggestion of Controller Ward, the C-130 remained at 11,000 feet to relay communications in the emergency.

Flying literally 'on the deck,' Lear couldn't climb above 50 feet. Worse, a fog bank moved in across his path ahead with ceiling zero and a top around 800 feet. However, a break developed in the fog providing a corridor to U. S. 1, on which traffic was halted.

Coast Guard Sends Aid

Then fog closed in again. All communications were transferred to the Bay TRACON at Oakland Airport. The Coast Guard dispatched a surface vessel with a radio homer device to plot a course through the fog around the Farallon Islands, where the plane was calculated to be, and on to the Golden Gate Bridge.

When the ceiling lifted to about 200 feet and visibility to four miles, it was decided to bring Lear's plane in under the Golden Gate Bridge.

While an Air Force rescue aircraft orbited over the bridge and served as a DF relay station, auto traffic, for the fourth time in history, was halted across the bridge. (It was the first time auto traffic was stopped over the bridge because of an aircraft.)

Controllers monitoring the emergency frequency heard such remarks as "He's just topping the waves," and "He's liable to clip a mast on a sailboat."

Lear passed successfully under the Golden Gate Bridge and into almost clear weather. He continued on under the San Rafael-Richmond Bay Bridge and landed safely at Hamilton AFB.



Cap Comes Off

A crane lifts radome off airport surface detection equipment at NAFEC. The 17-foot diameter rigid plastic bubble has been delivered to Andrews AFB, Md. to be installed on similar radar equipment. This type radar gives controllers in the tower a similar picture of the field. NAFEC will replace the radome with an inflatable one.

Runway Groove Solves Arresting Gear 'Snag'

ATLANTIC CITY — Runway arresting cables to stop hook-equipped fighter planes in emergencies have been successfully modified at NAFEC to overcome problems.

Modifications to the arresting gear, designated as the BAK-9, will be made by the Air Force at 12 joint civil-military airports, according to FAA project manager Hugo Scheuerman, who conducted the recently-completed tests.

The problem was caused by arresting cables at some joint-use fields that rode four inches above the runway surface—high enough to rip off protruding belly antennas

of small aircraft, interfere with wheel fairings and dent undersides.

In addition, cables located near the ends of the runway damaged the runway surface and became frayed if not replaced about every two weeks.

The solution developed jointly by FAA-USAF was to put the cable in a slot cut into the runway. Held down by retractable supports under compressed air, the cable can be raised and lowered by controllers in the tower.

In the tests, 18 arrestments were made of F-100, F-102 and A4D aircraft at speeds varying from 80 to 120 knots.

Canal Zoner's Birthday Marked By Gift of Blood

BALBOA, C. Z. — On Walter Watson's 50th birthday, he decided to celebrate by donating his 25th pint of blood at the local Santo Tomas Hospital in Panama City.

Watson, Logistics and Information Officer in FAA's Area Office here, invited friends and relatives to meet him at the blood bank at mid-morning on his birthday to help him celebrate by donating a pint of their blood.

As an incentive to attend, Watson gave each donor a piece of his birthday cake. Among them was his 27-year-old daughter, who made her first donation to the blood bank.

For both the Santo Tomas Hospital and Watson, it was "Many Happy Returns!"



Makes a Point

Christian B. Walk, Jr., New York Area Office Manager, points with pride at the plaque being presented to Capt. L. L. Page of Eastern Airlines for his role in the saving of a private pilot lost over Connecticut. Looking on are New York Center controllers who also received the awards (from left to right): Stuart Jones, George Ricardo and Warren Martin.

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McGuire, R. C., "FAA's Research and Development Work to Enhance Safe Overwater Operations." at Coast Guard/FAA Pacific Air Safety Search and Rescue Symposium, San Francisco, California, Oct. 29-31, 1968. Source: DS-41.


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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. Send your letter to Acting P.I.L., 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: I served 29 months under contract with the FAA on Guam where I accrued home leave at the rate of 15 days per year. I exercised return rights and served 26 months in the Central Region. I was then selected for a position in Puerto Rico where home leave is also authorized. Can I take home leave earned on Guam, if I pay my own round trip transportation from Puerto Rico to my home of record, without signing another contract?

Answer: No. A new contract is required in the situation you describe. Although leave earned in Guam will remain to your credit, you will not be eligible to use it until you complete your present tour and agree to an additional tour of duty abroad. The purpose of home leave is to provide employees an opportunity to return to their place of residence between tours of duty abroad. Additional information may be found in paragraph 24, PT P 3600.2, Absence and Leave, or contact your personnel office.

Question: Why are "Open Seasons" in the Federal Employee Health Benefits Program so infrequent—once every three years? Health programs, benefits and costs and employee needs change, so why not an "open season" more often—say once a year?

Answer: "Open Season" may be scheduled more often than once every three years if the need warrants such action. The Civil Service Commission's Bureau of Retirement and Insurance conducts the health benefits program and schedules "open season" at least once every three years or as often as necessary, particularly when there are changes in costs and benefits. Costs and benefits do not change very often. "Open seasons" are extremely expensive, especially when only about 2½ percent of the total enrollment make changes during those times. In certain situations, an FAA employee may change his enrollment outside the "open season." Check paragraph 28 of the Employment Benefits Handbook (PT P 3800.5) or contact your local personnel office.

Question: What procedures are involved in requesting a Civil Service Commission hearing on a charge that job guidelines established for General Supply Specialist are most capricious?

Answer: An employee who believes his position is not properly classified may appeal his classification either to the FAA or directly to the Civil Service Commission. Both the Commission and the FAA encourage initial filing with FAA so the problem may be resolved at the lowest level, if possible. If an employee appeals first to the FAA and is not satisfied with the decision, he may make a further appeal to the Commission. For additional information, see agency Handbook 3510.8 or ask your supervisor who

will contact the personnel office, if necessary.

Question: How does an electronics technician obtain a transfer from one region to another?

Answer: An employee interested in transferring from one region to another should forward his request through his supervisor to his personnel office. The request should include an up-to-date SF-171, along with a letter, indicating the region and preference of location. Personnel offices consider a transfer, along with other qualified candidates, in filling vacancies. For further information, see Par. 300, PT P 330.9.

Question: Is a retired employee allowed to participate in the Federal Health Benefits Program?

Answer: Yes. To be eligible, he must retire on an immediate annuity after at least 12 years of service creditable under disability provisions of the applicable retirement law. In addition, he must have been continuously enrolled during all of his service since his first opportunity to enroll, or for the five years of service immediately preceding his retirement, or from on or before Dec. 31, 1964, which ever is the shortest time. If eligible, the retiree's enrollment is automatically continued with the same benefits and at the same cost as for employees, and with the retiree's share of the enrollment cost being withheld from his annuity.

ILS

(Continued from page 1)

Vaughn, Walter Turner, Ernest Jones, and George Foster.

Except for catnaps and brief periods of time off this team worked steadily from noon Saturday to 4 p.m. Sunday—28 hours—to get the system back on the air.

At 2 p.m. the following day, an FAA DC-3 with a Flight Standards Aircraft Management crew arrived from Atlanta to flight check the "new" facility.

On Tuesday—one day less than a week from the time the antenna system was wiped out—the ILS was approved for return to full service, a record for restoration of so badly-damaged a facility.

Douglas Airport officials were delighted with the speed and efficiency displayed.

In a letter to W. G. Clark, Chief of the Airway Facilities Branch in the Atlanta Area Office, Airport Manager Ross Knight said the manner in which the project was handled by FAA personnel "evidences the highest degree of individual devotion to duty and professional skill."

He added: "On behalf of the city of Charlotte and of the thousands of air travelers and others who use the airport daily, I wish to congratulate the FAA on its prompt action and to commend those individuals involved for their splendid performance."

FAA OKs Brazilian Repair Station

PETROPOLIS, Brazil—CELMA is "in." It stands for *Companhia Electromecanica*, and has proudly joined the small group of FAA-approved repair stations in South America.

Presentation of the coveted FAA Repair Station Certificate to the president of CELMA, General José Kahl, took place with the pomp and ceremony customary in its largest of South American nations. John Tuthill, U.S. Ambassador to Brazil, made the presentation.

The occasion culminated many months of hard work by personnel of the Miami ACDO, the Southern Region Flight Standards Division, the FAA International Field Office in Rio de Janeiro, the State Department and CELMA.

Ambassador Tuthill officially welcomed CELMA into the family of international and domestic agen-

cies that place a high degree of importance on aviation safety.

"With presentation of this certificate, the FAA of the U.S. Government affirms its confidence in CELMA to continue, as well as improve upon, the high standards you have developed over the years."

He pointed out that the U.S. has been working closely with Brazil on aviation matters of mutual interest for more than 20 years.

"It is our hope that this collaboration will continue for many years to come. We pledge our continued support to Brazil's efforts to make aviation a part of the progress of this great country."

The Ambassador spoke in fluent Portuguese to an audience of more than 150 persons, including Brazil's Air Minister, Marcio de Souza e Mello, and former Minister Eduardo Gomez.

Frank Monaco of the Rio de Janeiro IFO represented the FAA at the ceremony.

Although not present for the actual presentation, Ray Matthews and Ward Cadwalader, aircraft maintenance inspectors with the Miami ACDO, played key roles in CELMA's certification.

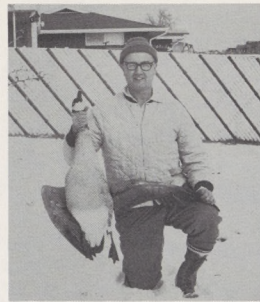
U.S. air safety matters relating to Brazil are the Southern Region's responsibility, and the two officials made frequent trips to Petropolis to give technical guidance and perform required surveillance of CELMA facilities in assuring compliance with applicable Federal Air Regulations. Miami ACDO personnel will continue to make periodic inspections to assure FAR compliance.

CELMA is utilized by both American and foreign airlines in overhaul of engine and other maintenance work required by carriers operating in Brazil. The firm's ownership is shared by the Brazilian Government and United Aircraft Co. (Pratt & Whitney) of East Hartford, Conn.



CELMA Now FAA Approved

Speaking to more than 150 Brazilian and U.S. Government officials and aviation dignitaries, U.S. Ambassador John Tuthill explains the significance to both nations of Companhia Electromecanica's certification as an FAA-approved Repair Station. Following his address, Ambassador Tuthill congratulated the company's president, General Jose Kahl (extreme right) and presented him the coveted certificate. Witnessing were (left to right): Brig. Eng. Marcos B. Santos, Technical Director, CELMA; and Frank Monaco, FAA Representative, IFO, Rio de Janeiro.



Cool Goose

At Longmont, Colo., where first snows fell in November, Denver Center Crew Chief Donald Benson shows a Canadian Honker he downed only three miles from the Center. Off-season, Benson does his hunting with a movie camera.

Saves

(Continued from page 1)

The Charleston "save" was an outstanding example of teamwork among employees of two FAA facilities. Greenblatt and McMorris at Charleston Tower and McMorris at the Huntington FSS used Direction Finding equipment expertly in rescuing a pilot lost in a heavy snowstorm, low on fuel and experiencing engine trouble. After the pilot landed safely at Charleston Airport, he was unable to taxi off the runway because the plane's fuel had been exhausted.

Selections were based on operational efficiency exhibited in conducting flight assists, methods used, expediency, special circumstances, analytical decisions, timely actions and all-out effort demonstrated.

Board Picks Winners

Winners were picked by a six-man Air Traffic Service review board composed of Ward Saunders and Edgar Johnson of the Evaluation Staff; William Boatright and Clyde Dubbs of the ATC Operations and Procedures Division; Edward Malo of the Airspace and AT Rules Division and Harry Andrews of the Executive Officer's staff. Saunders was chairman of the board and Andrews was secretary.

Nominees for next year's selections should be submitted no later than Aug. 15, 1969, in accordance with Order 3450.9 dated May 17, 1968.

Hurricane

(Continued from page 1)

low altitude. "My airspeed indicator is past the red line!"

"You're probably in a dive—check your rate of climb indicator," Holyfield radioed back.

The rate of climb showed the plane indeed was descending without the pilot knowing it.

Get the Aircraft Level

"Retard your throttle and begin gentle back pressure on your control wheel," Holyfield advised.

At this point, the pilot became more panicky, saying he was going into the water. He insisted he was south of Key West. He asked FAA to have a boat stand by.

"You're still northwest of Key West—and let's get the aircraft back to level flight," said Holyfield firmly but reassuringly.

Once the plane was level again, the FSS Chief calmed the excited pilot, assuring him that he should clear his mind of the notion that his plane was south of Key West, and telling him he was doing an excellent job.

Because of the oncoming hurricane's high winds, and the pilot's inexperience, Holyfield decided to set the Cessna for a non-crosswind landing at Boca Chica Naval Air Station (NAS Key West), some five miles away. But when queried, the NAS had no target of the plane.

Helicopter Launched

However, NAS Key West launched a helicopter towards the Cessna's DF bearing as relayed by Holyfield. Then the lost pilot was told the runway lights at Key West International would be turned off and on, and to look straight ahead for them.

"Yes! I have them in sight," the pilot said with a sigh.

With the chase helicopter flying behind at 300 feet and the Cessna at 900 feet, the lost plane was turned over to NAS Key West and vectored to a safe landing on Runway 13 at 7:23 p.m. The pilot had less than a gallon of fuel remaining in his tanks.

A short time later, the telephone at the FSS jangled itself off the hook with a series of calls—from the pilot, his friends and others grateful to James Holyfield, Henry Till and personnel of the FSS.

THOMAS JEFFERSON

"We hold these truths to be self-evident,—that all men are created equal; that they are endowed by their Creator with certain unalienable rights; that among these are life, liberty, and the pursuit of happiness." *The Declaration of Independence*

Buy U.S. Savings Bonds, new Freedom Shares

Throngs Flock to See Agency's Odd Pictures

OKLAHOMA CITY — Santa wore a green suit. Rudolph's nose was green. And the grass beneath the pig's feet was yellow.

A psychedelic dream? Not at all. These "unsuitable" colors were deliberately contrived as part of the Civil Aeromedical Research Institute's research on partial color defects. Pictures mis-colored in this manner were incorporated into a CAMI exhibit at the recent Oklahoma State Fair.

"Off-color" illustrations, prepared by Bill Flores and Betty Gatliff of the medical illustration staff, were designed to attract the curious into CAMI's combined exhibit-laboratory. Those who visited the exhibit were invited to take a two-minute color-blindness test in the lab.

Dr. Mark Lewis of the visual processes laboratory hoped that as many as 300 persons a day might be tested at the research-oriented exhibit. In the 10 days the booth was open, more than 5,000 persons were tested. Of that number, more than 450 showed possible defective color vision.

Names and addresses of those showing the greatest color deviations were taken for possible call-back in connection with future re-

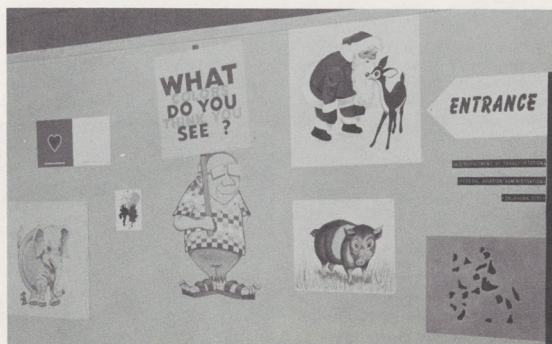
search studies. In the interim, CAMI research on the subject is on a continuing basis.

More than 10,000 pilots in the Aeronautical Center's active files are color-blind. This means they have what researchers call "partial color response." Though the condition can make it difficult for a pilot to identify signals sometimes used in flying, it is not considered sufficiently significant to be disqualifying.

There are two types of red-green color-blindness and at least one type of yellow-blue color-blindness. In these instances, individuals find it impossible to distinguish between red and green or between shadings of yellow and blue.

The degree of color-blindness can vary from cases in which there is very little confusion of color differences to extreme cases in which many colors, particularly the basic ones, are confused.

Research indicates that some degree of red-green color-blindness occurs in about eight per cent of the male population and about one-half of one per cent of the female population. A great many persons, these studies show, are slightly color-blind without realizing it.



Curious About Colors

In photo at top, visitors to the Oklahoma State Fair line up to take a two-minute color-blindness test at the exhibit of the Civil Aeromedical Research Institute. Below, bizarrely colored panel (a green valentine?) whetted fairgoers' appetites to take the tests, some 5,000 being administered for study.

Lube Idea Brings \$580

KANSAS CITY — Adolph Van Haele, a fixed engine and generator mechanic in the Area Airway Facilities Branch mobile shop here, submitted a suggestion that paid \$580 recently.

In the course of routine overhaul of a Hollingsworth engine generator, Van Haele discovered there was no oiling system to the idler gear. As a result, the idler gear and other gears in the gear

train were damaged and the entire engine was endangered. A check revealed the same conditions existed in all plants inspected in other regions.

In an attempt to correct the deficiency, Van Haele improvised a lubrication system. Details were provided to the Systems Maintenance Service and the Hercules Engine Company. Using essentially the details provided by Van Haele, the Hercules Company subsequently developed a repair kit to eliminate the lubrication problem. Kits are now being purchased to repair all Hollingsworth engine generators used by the FAA.

Just Mini-Crash But Ouch!—How It Hurt Inspector

MINNEAPOLIS — Carl Hutchinson, general aviation operations inspector at the GADO here, came through practically unscathed as he walked away from the wreckage of his plane recently.

He did, however, suffer shoulder injuries and cuts on his hand.

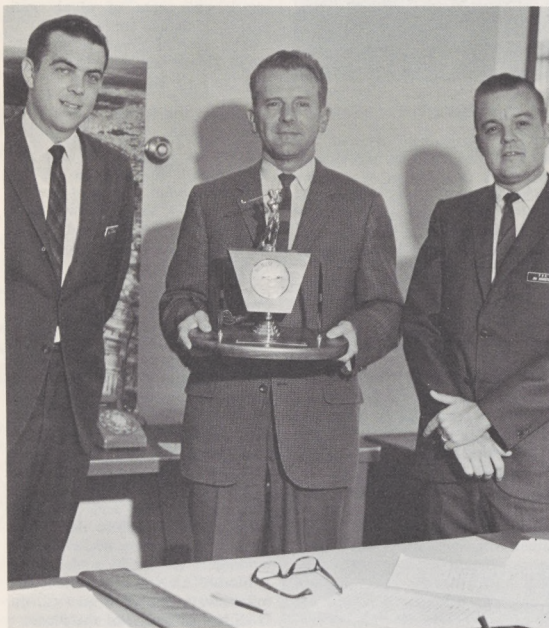
Nobody is going to hold it against him that the plane, a small, modified version of a PT-19, performed experimental maneuvers which could be classified as unorthodox.

Actually, the PT-19 was a model which Hutchinson was flying in his back yard.

Because of limited space, he was using a shorter wire than usual. After whirling the tiny aircraft several times, he stumbled and fell, injuring his shoulder. The model crashed on the lawn.

Earlier, Hutchinson suffered minor cuts on his finger from the tiny propeller, while starting the craft.

Which goes to prove that you never really know where the real hazards are in flying.



Arnold Palmer Next

Don Muncy (center) displays the Championship Trophy he recently won in the ATCA-sponsored FAA Golf Tournament in the San Francisco Area. Also present are Bill Dickson (left), Bay Area Chapter Chairman of ATCA, who presented the Trophy, and Jim Johnston, in charge of the Tournament arrangements. Muncy, Chief of the Oakland Tower/Bay TRACON, was the only golfer in the handicap affair to beat par as he turned in a neat net 70.

Alert Controller Rescues 2

NEW YORK—A flight assist for a controller is not unusual; a sea assist, however, is something else.

Credit controller Charles Conklin of Kennedy Tower with one unusual save.

While directing air traffic recently, Conklin observed what appeared to be an SOS signal in Jamaica Bay bordering the airport. Using an Aldus lamp, Conklin returned the signal. Back came fur-

ther signals from the person or persons in distress.

Conklin immediately called the Coast Guard and the New York Port Authority police, who rushed a helicopter and boat to the scene. Two persons in a sinking boat were rescued by police.

Conklin's alertness and quick thinking earned him a letter of commendation from JFK Tower Chief William Parenteau.

Good Teamwork Makes Possible Display at Fair

INDIANAPOLIS — A popular innovation at the 1968 Indiana State Fair was a general aviation exhibit in which FAA employees from the Central Region, Aeronautical Center, Chicago Area Office, and Indianapolis based facilities participated.

Theme of the Exhibit was "Indiana in the Skies", which featured flying for business and pleasure, with special emphasis on career opportunities in aeronautics and space.

A number of aircraft were flown in for static display. Exhibitors included aircraft dealers and distributors, aerospace educational institutions, aviation suppliers and manufacturers, flying organizations, the FAA, and other aviation oriented groups.

Duane Jennings, Indianapolis Tower Chief and local coordinator for publicity and publications, and Leonard Fletcher of the Central Region's Administrative Services Division, arranged for the display.

Many Man the Booth

Manning the booth at various times during the run of the Fair were Joe Bonk, inspector, Indianapolis EMDO; Thomas Peterec, supervisory inspector, Indianapolis ACDO; Kenneth Danielson, air traffic control specialist, Indianapolis ARTCC; Ferrell Smith, air traffic control specialist, Indianapolis FSS; Dennis Jones and Alfred Fruechtl, personnel management specialists, Chicago Area Office. Others included: William Marko and Al Gath, supervisory electronics technicians, Indianapolis AFS; Merlin Bailey, electronics engineer, Indianapolis AFPO; Willard Pederson, inspector, Indianapolis GADO; George Deatherage, watch supervisor, Indianapolis Tower; Elwood Vezolles and Clark Farrington, electronics technicians, Indianapolis ARTCC; and James Gardner, education specialist, Aviation Medicine Division, Aeronautical Center.

FAA participation and attendance at the fair acquainted the general public with the work of the agency and outlined the employment opportunities available, particularly in the field of air traffic control. The display attracted a large number of visitors.



Fair Test

Manning the FAA booth at the Indiana State Fair are (left to right), Elwood Vezolles, electronics technician, Indianapolis ARTCC; Clark Farrington, electronics technician, Indianapolis ARTCC; Alfred Fruechtl, personnel management specialist, Chicago Area Office; Leonard Fletcher (seated at table), illustrator, Central Region Administrative Services Division; and James Gardner, education specialist, Aviation Medicine Division, Aeronautical Center.