FAA HORIZONS

Read: 'Facing Death with Howard Hughes' Page 8

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Which Was the Winner?

Fourteen lovely FAA ladies competed for the title of Miss FA Club, 1969, with the winner chosen at the recent FA Club Harvest Moon Ball. Most of the finalists are shown prior to the selection of the winner (make your own choice, then see page 7). Carol Anderson, Information Services; Karen Anderson, International Aviation Affairs; Elaine Barton, Air Traffic Service; Linda Bullers, Supersonic Transport Development; Donna Cox, Systems Research and Development; Sharon Feighner, Management Systems; Laura Krupa, Office of Personnel; Rosemary Pizarchik, Systems Maintenance; Carol Poldiak, Noise Abatement; Bonadonna Schmaltz, Aircraft Development Service; Bessie Waiters, Flight Standards; Ruth Whaling, Airports Service, and Pat Young, Logistics. Brenda Wenger, Headquarters Operations, is not shown.

FAA-Industry Meeting Scheduled Feb. 18-20

By Al Garvis

WASHINGTON—The first industry-government National Aviation System Planning Review Conference will be held here Feb. 18-20, 1969.

The conference will give users of the aviation system a forum for shaping future plans and policies for the National Aviation System and, in turn, give the FAA fuller utilization of industry resources.

In January, prior to the conference, the FAA will issue its National Aviation System Plan. The Plan will outline existing FAA policies, criteria and long range objectives which will serve as the basis for a series of individual seminars headed by FAA program managers.

Following keynote addresses by the Secretary of Transportation and the FAA Administrator in a plenary session on the opening day, the conference will be broken up into seminars covering subjects discussed in the National Aviation System Plan.

Seminar topics will include: aviation demand forecasting, aviation technology forecasting, enroute air traffic control, terminal air traffic control, long range radar systems, short range radar systems, flight service stations, terminal air navigation, enroute air navigation, air ground communications, future communications, national system of airports, airport capacity, aviation weather, airmen information service, and airway cost allocation study.

On the final day of the conference, results of the meetings will be summarized and procedures will be outlined to conferees which they will need in submitting proposals and conducting research in the six months following the conference.

Discussions at the conference, together with documented proposals submitted by the aviation industry, will be considered by the FAA in amending policies, criteria and development of a new National Aviation System Plan to be published in January 1970. The conference and the publication of the Plan will be repeated annually thereafter.

Invitations to the conference will be sent to aviation users, the aviation industry and state and local government officials and to other federal government officials.

Further details about the conference will be announced later.

Mail Cost Slash Achieved in SW; Method Revealed

FORT WORTH—How do you save $45,708 annually in the operation of one agency mail room? *You do it by really trying.*

So far, the Southwest Region's mail room has chalked up that kind of savings by looking at the mail problem in a new way.

Tom Atherton, Chief of the Property and Services Branch, Administrative Services Division, credits the Office of Management Systems with the know-how and guidelines needed to chop away mail room costs.

The "secret" lies in the manner in which the mail room is operated, according to mail and publications supervisor Bill Gallemore. His staff, consisting of Rufus Belsha, Billy Hudlin, Wayman Grounds, Wendell McCluskey and Floyd Dean, helped him streamline the operation and institute economies.

Gallemore explains how it was done.

"For one thing, we encourage use of smaller-size envelopes. Many times, material was going the expensive way—'flat'—when there was no reason in the world why it couldn't be folded and sent in smaller-size, much less expensive envelopes.

(Continued on page 7)

No 'Magic' to Savings

Common-sense rules of mail room operation have whacked off costs at a handsome clip in the Southwest Region. Mail and Publications Supervisor Bill Gallemore illustrates how postage costs mount steeply as the size of envelopes increases. Members of mail room staff with him are (from left), Floyd Dean, Billy Hudlin and Wayman Grounds.

Vaccines Urged As Flu Epidemic Races Eastward

(Editor's Note: The so-called Hong Kong flu has been brought to the U.S. and recently struck Needles, Calif. in force. At least 500 cases were reported in that town of 5,000. Cases are now being reported in Nevada and if past patterns are followed, the disease is expected to move eastward. Horizons asked an FAA doctor to tell our readers about the new virus.)

By Dr. Albert Cierebiej
Chief, Occupational Health Branch

WASHINGTON—The influenza virus seems to travel around the world unchecked.

The big problem lies in the variability of the virus. Vaccines take several months to produce and test. During this lag time, new strains develop against which immunity produced by the vaccine may be only partially effective. Consequently, at any given time the currently available vaccines contain the strains in existence many months previously. Because some cross immunity does exist, use of the influenza vaccines is recommended.

During the past five months a new strain technically known as the Aichi strain, properly dubbed the Hong Kong virus, has been causing sporadic epidemics. Cross immunity between this strain and those contained in available vaccines was slight. Immediately, drug suppliers began to culture the new strain and produce vaccine. This new vaccine is just now being made available and is being released for use before tests can be run to demonstrate the immunity produced. Only time will tell just how effective this vaccine is.

Despite the lack of knowledge about the effectiveness of the vaccine, it is recommended for pregnant women, elderly persons, and everyone with cardiac, respiratory or other chronic illnesses. It is these people that commonly develop the complications that make influenza a serious and sometimes fatal disease. Even though the vaccine may not prevent all cases of

(Continued on page 7)

FAA Inspectors Lauded On Jet Age Anniversary

By Frank Thomas
Chief, Management Analysis Division, Office of Management Systems

WASHINGTON — Commercial aviation recently celebrated the 10th anniversary of the jet age. Newspapers, magazines and testimonial speeches lauded air carriers and the aviation industry for their part in this great American accomplishment. This is fine and well-deserved.

Yet, how much is really known of the important part which FAA personnel played in achieving this milestone? This question was brought to mind by an old photo and a news clipping from a Pan American Airways Company newspaper dated August, 1958, which highlighted FAA's part in the effort.

Behind the headlines of every air carrier entry into the jet age there is an FAA Air Carrier Inspector. Whether his specialty is operations, maintenance, engineering or avionics, the airlines constantly rely on his expertise and authority in certification of their airmen and certification, operation and maintenance of their aircraft.

On Oct. 26, 1958, Pan American World Airways, with Capt. Sam Miller (now Vice President, Operations of Pan American) at the controls of a Boeing 707, took off from New York International for Paris on the first scheduled passenger airline jet flight.

(Continued on Page 7)

Historic Photo

Though only 10 years old, the above photo has earned a place in fast-moving aviation history. It shows five FAA jet experts conferring on the historic first scheduled passenger jet flight whch took place the following month—on Oct. 26, 1958—in a Boeing 707. From left are Frank Thomas, Jim Odom, Robert Crothers, Ray Hirsch and Jim Frazier.

John E. Robson, Under Secretary of the DOT, delivers the symposium's keynote address.

Former Administrator Najeeb E. Halaby, now president of Pan American World Airways, asked for new thinking in SAR procedures.

FAA, Coast Guard Seek . . . .

Ways to Outwit the 'Cruel Sea'

Safety, search, rescue and survival . . . how to outwit the cruel sea when a plane goes down . . . how to avert an over-water disaster . . .

FAA joined with the Coast Guard in discussing these and other topics at the recent three-day Pacific Air Safety-Search and Rescue Symposium.

Congregating in San Francisco for the meet were more than 300 private, commercial, military and other government representatives involved in air transportation and air safety.

The need for stronger, more buoyant aircraft, better means for locating downed planes and improved communications between aircraft and ships were discussed. Methods for rapid rescue of the greatest number of passengers from the huge new jets and the SSTs of the future also were explored.

Representatives of the FAA, industry and the Coast Guard chaired and assisted in workshop sessions which took up new equipment requirements necessary due to the introduction of the "jumbo jets." The possible need for a coordinating committee to research equipment design and development also was taken up.

Other workshops explored training, regulatory requirements, recommendations concerning improved ship-aircraft coordination and the possible need for a clearing house to disseminate vital information to interested users.

New search and survival techniques, communication equipment and self-contained navigational systems were discussed on an industry-government-user panel on which the FAA representative was Joseph Ferrarese, Chief of the Flight Standards Operations Division at Washington Headquarters.

Other FAA personnel, from the Western and Pacific Regions, participating in panels included Robert Stanton, Ross Johnson, Russ Laubaugh, William Cunningham, Howard White and Gene Kropf. Mrs. Betty Miller, a famous over-water pilot and member of the FAA Women's Advisory Committee on Aviation, took part in a panel on post-ditching problems.

Lee Warren, Western Region Deputy Director and Rear Adm. Chester H. Bender, commander of the Coast Guard's Western Area, opened the symposium. John E. Robson, Under Secretary of the DOT, was keynote speaker.

An outstanding dramatic presentation illustrating FAA and Coast Guard roles in aviation safety and search and rescue was presented on the first day. Using the latest visual and sound techniques and featuring live actors, film clips, slides and actual equipment, the production portrayed "on the scene" events as an airliner used FAA and Coast Guard services in both normal flight and a distress situation. The 30-minute presentation was so successful that plans are underway to take the show "on the road" and present it to other groups.

Control of inter-island flights in the Pacific was the subject of an unusual display prepared and staffed by Larry Strayer and Gilbert McCoy of the Honolulu Center. Taped narrative, colored slides, model airplanes moving over plastic airways "observed" by working miniature radar scopes told the story.

Former FAA Administrator Najeeb E. Halaby, now president of Pan American World Airways, stressed the need for new thinking in working out search and rescue procedures necessary with introduction of the SST and the new family of large jets.

In closing ceremonies, Phillip Swatek, Pacific Region Director, expressed the FAA's appreciation for the excellent program and thanked participants for their contributions. Swatek asked attendees to assist in planning next year's program which may be held in Honolulu, since FAA will be the 1969 host.

Rear Adm. Chester H. Bender and Pacific Region Director, Phillip Swatek, co-hosts for the symposium, chat.

A small workshop group thrashes out Search and Rescue challenges.

Lee E. Warren, Deputy Director, Western Region, spoke during opening ceremonies.

New Jets' Safety, Survivability Outlined at Meet by ADS Chief

ANAHEIM, Calif.—Safety considerations involved in the emerging "third generation" of jet transports—the Boeing 747, Lockheed 1011 and Douglas DC-10—were discussed by George P. Bates, Jr., Director, Aircraft Development Service, at the recent 21st Annual International Air Safety Seminar here.

Bates covered accident prevention survival and new developments in his paper. He was a member of a panel on "The Supersonic Environment." Others on the panel were Dr. Arnold Goldburg, director of the Boeing Research Institute; Fitzhugh Fulton, representing NASA at Edwards, Calif., and Newton A. Lieurance, Director of Aviation Affairs for the Environmental Science Services Administration and advisor to FAA.

In discussing safety and survival aspects of "third generation" jets, Bates outlined improvements in such fields as lightning and fire protection, airborne recorders and navigational aids and lighting.

Aircraft maintenance recorders being developed for third-generation jets will probably include some onboard processing for spot corrections, he stated. The data will allow the operator to correct a condition before it becomes an accident.

Bates also discussed possible future improvements in crashworthy fuel systems, controlled flammability fuels, and crashworthy structures.

He also outlined the agency's work in attempting to improve evacuation capability of transport aircraft, including a concept for use of shaped explosives to create cabin exits in crash situations.

"Progress is being made in improving the level of safety of the third-generation jets," Bates said. "Many more improvements remain to be made."

The seminar was sponsored by the Flight Safety Foundation.

New Aviation Age Panel

New "third-generation" jets were discussed at 21st Annual International Air Safety Seminar by George Bates (right), Director, Aircraft Development Service. Other panel members included (from right), Newton A. Lieurance, Director of Aviation Affairs for ESSA, who was panel chairman; Fitzhugh Fulton, of NASA at Edwards, Calif; and Dr. Arnold Goldburg, director of the Boeing Research Institute.

Commended by Colleagues

In recognition of the important role he has played in instructor and pilot training, James (Pete) Campbell (right), Chief of the Oklahoma City Flight Instructor Refresher Team, receives a plaque for outstanding service from the National Association of Flight Instructors. Ray Lanham, president of that organization, made the presentation at recent meeting in Las Vegas.

Mabee Receives Award For Work in Vietnam

SEATTLE—Building a control tower under the primitive conditions existing in Vietnam, with the enemy within sniper distance isn't the easiest thing in the world, as Byron Mabee can tell you.

Mabee, Radar Section Chief with Airways Facilities Branch here, recently returned from Vietnam and received a special service award for volunteer duty there.

He and other FAA volunteers in Vietnam lived under essentially the same conditions as combat troops. They remained at various military airfields until tower projects were completed.

Since arriving in Saigon in early November, 1967, Mabee and others in his unit installed communication consoles and other equipment at 20 towers scattered throughout South Vietnam. Some were existing structures being modernized and others were under construction at newly-established tactical airfields and a number were yet to be built.

In a letter to the FAA Administrator, Maj. Gen. Robert Williams, aviation officer who worked with FAA personnel, stated: "Their attitude and 'can do' spirit reflects great credit on themselves and the FAA."

Vietnam 'Hitch' Over

Byron Mabee, Jr. (second from left), happily accepts Special Service Award from Seattle Area Manager Robert Blanchard (left). Also present at the ceremony were Leland Hughey (third from left), Assistant Area Manager, and Frank Horn, Chief, Airway Facilities Branch.

Winners

Eastern Region Director George M. Gary helps the region's Credit Union celebrate its 20th anniversary by picking two names out of the box as winners of U.S. Savings Bonds. The winners were James Jenkins of AFS-435, Hyannis, Mass. and Margaret La Rossa of the Accounting Division.

Big Wing Units Sent by Airlift To Assembly Hub

NASHVILLE, Tenn.—Two huge wing sections will be transported to California on wings as one step in a new space-age aircraft assembly process.

Two 83-feet-long, 20-ton wing segments for Lockheed's new L-1011 airbus will be shipped to the coast in the 25-foot-high cargo section of the B-377 Boeing Stratocruiser known as the "Super Guppy." The B-377 has been modified to airlift NASA's oversize boosters and rockets between California, Texas, Alabama and Florida.

Aerospace engineers in the Southern Region have been delegated the responsibility for surveillance over actual manufacture of the wing sections to assure their airworthiness before air shipment to Lockheed's assembly plant in Palmdale, Calif., which was recently constructed.

"The Western Region will type certificate the total aircraft," said John Vogel, Chief of the Engineering and Manufacturing Branch in Atlanta.

Wing components for the huge new airbus are being manufactured here by AVCO.

FSS Car's Beams Guide Pilot In

AUBURN, Ala.—One night recently, at the very moment an aircraft was approaching to land at Auburn-Opelika Airport, a complete power failure occured, blacking out the airport.

Edward Watts, supervisory technician in charge at the local AFS, quickly sized up the pilot's predicament. Watts quickly drove an FAA vehicle near the runway's end, directed the headlights down it and activated the car's rotating beacon. The plane landed safely.

HORIZONS

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Acting Administrator	DAVID D. THOMAS
Director, Office of Information Services	CHARLES G. WARNICK
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Arrival of Anchorage visitors brings a community get-together in the "Rec" hall. Lunch provided by wives of Middleton Island employees is served by Mrs. Douglas Pemberton (right).

Without the distractions of city life there's more time—and inclination—to read. Jack Coley checks out a book from Mrs. Charles Miller, librarian. Mrs. Miller's husband is the fixed industrial equipment repairman on Middleton. The State of Alaska and the FAA furnish library books.

A familiar landmark is this once-sunken freighter which formerly lay in 30 feet of water. The 1964 Good Friday earthquake in Alaska uplifted the entire island 30 feet and beached the World War II freighter firmly on the shore.

Prospects of next summer's good fishing delight Al Eggebroten (second from left), who watches fish being planted in lake on Middleton Island by State Fish and Game employees Russ Redick, Jack Dedrickson and Rupe Andrews.

Mrs. Jack (Teresa) Coley, whose husband is an FAA electronics technician, teaches her grade school sons shown in a converted classroom (left to right): Mike, Steve and Tony Coley.

Jack Coley, FAA electronics technician, enjoys the "Cabana," a remodeled quonset hut. It is furnished entirely by employees and is used to entertain visitors as well as Middleton Island families.

The only trees visible on the island are the ones shown in this photograph. However, a lot of driftwood is washed ashore and is used for campfires and in fireplaces.

There's no bonanza in those gold pans but that doesn't dim the enjoyment these youngsters have found on Middleton Island. From left to right are Douglas and Carolyn Pemberton and Tony, Mike and Steve Coley.

Four FAA Families Have 'Own Island'

MIDDLETON ISLAND, Alas.—A visitor to this cold, five-mile-long island would feel he was in the middle of nowhere—except for the four FAA families stationed here.

Located 150 nautical miles southeast of Anchorage in the Gulf of Alaska, Middleton is home to electronics technician Jack Coley, Douglas Pemberton and Al Eggebroten; and Charles Miller, a fixed industrial equipment repairman, and their families.

The technicians keep navigation aids and communications humming; Miller takes care of the runway, housing, utilities, buildings and roads. Their wives and seven young children comprise the only community on this tiny cigar-shaped sliver of land.

FAA keeps four families on an island so far from the mainland because Middleton Island happens to be an important location. Overhead, a number of high- and low-altitude airways criss-cross, serving civilian and military aircraft flying between Alaskan cities and places "outside." The VOR, beacon and air-ground communications are welcome contacts for pilots flying over this vast expanse of water.

Middleton Islanders may be alone in fact—but they are not in spirit—so far as James Vrooman, Anchorage Area Manager, is concerned. Vrooman's job is to see that his people at Middleton, a satellite station, are well cared for and this includes recreation.

Recently, the Anchorage Area made arrangements with the State of Alaska Department of Fish and Game to stock a small lake with 500 rainbow trout. Three-inch fingerlings were transported to Middleton on the Alaskan Region's C-123 logistics support aircraft.

"By next August, they'll be 10 inches long and ready for the frying pan," says Coley. "Of course, we'll have to catch them first."

Fingerlings Survive Airlift

Not one of the fingerlings failed to survive the trip from the hatchery near Anchorage to the island. Eager observers to the transplanting were Eggebroten and Coley. The trout that survive next summer should grow to be 16 inches long—if they can resist the enticing flies island families are readying for them.

Middleton families don't consider themselves out of touch with the mainland. They have movies, a well-stocked library, and the "Soaken Keg"—their recreation club. And the kids have a treasure they wouldn't trade for anything—a wreck of a freighter washed up on the shore during a storm in 1943. It's easily reached, too, thanks to the Alaskan earthquake. It used to lie in 30 feet of water, but the island was raised that much in 1964 so the ship is now high and dry.

Getting along with one's neighbors is more important on this tiny island than it is any place else, especially when the neighbors are so few and there's no running off to another part of town to visit friends or make new acquaintances.

"There isn't much time for moping here. The key is keeping busy," explains Teresa Coley. And that she does, having to teach grade school subjects to her three boys. It's called the Calvert System—correspondence training with materials furnished by the Alaskan Department of Education.

Cats, Dog Get Along

Even the animals get along well. Two Siamese cats belonging to the Millers and a large white dog owned by the Eggebrotens have forgotten their differences and get along in true ecumenical spirit.

Beachcombing is a popular pastime and results can be seen in every home. And, if you like rabbit stew, Middleton is the place to go. The island is jumping with them. "They help cut down on the commissary bill," says Pemberton.

Right now the families are making plans for Christmas "and we're looking for a Santa Claus," says Coley, "someone the kids won't recognize."

Lost Airman Provided With 'Instant Airport'

DU BOIS, Pa.—Low on fuel and lost in the inky night, a pilot was recently provided with an "instant airport" complete with lighting, thanks to an alert FSS specialist.

When the lost airman appealed to the FSS here for help, Specialist Frank D. Herold advised him to circle and describe "any town." When the pilot described a town skirted by a four-lane highway, Herold promptly identified it as Brookville, Pa. and vectored the pilot to nearby Du Bois Airport.

But the desperate pilot couldn't find it. With precious minutes ticking away, Herold alerted state and city police and firemen who cleared a level stretch of four-lane highway in the vicinity, marked it with flares and bordered it with the flashing red lights of official trucks and cars.

The pilot was given a heading to the "instant airport" and quickly spotted it, but decided to make one more attempt at locating Du Bois Airport. Anticipating the possibility of this decision, Herold had arranged for other official vehicles with flashing lights to be strung along an interstate highway coinciding with the inbound heading to the airport.

This time, the pilot couldn't miss and landed safely at Du Bois Airport with less than a gallon of fuel remaining.

"He was exuberant in his thanks to the FAA," said John Gustitus, FSS Chief.

Save Six

When a Beechcraft with six persons aboard became lost in a weather front over Pennsylvania recently, three controllers on duty at Wilkes Barre Tower vectored the non-instrument rated pilot to a safe VFR landing at a nearby airport. For their save, New York Area Manager Chris Walk (right), presented James Drury, Peter Gavlick and Frank Shappelle with the Eastern Region "We Point With Pride" plaque. At left is Walter Buechler, Chief of the New York Area's Air Traffic Branch.

ASME Honors Moore For Aviation Service

WASHINGTON — George S. Moore, Associate Administrator for Operations, has received the 1968 Spirit of St. Louis Gold Medal.

The honor, conferred annually for meritorious service in the advancement of aeronautics, was presented to Moore by The American Society of Mechanical Engineers at the recent Transportation Engineering Conference here.

The award presentation ceremony was attended by Acting Administrator D. D. Thomas.

Moore was cited for "imaginative leadership in development and establishment of operating standards which provide the environment for jet aircraft to become safe and effective." The honor was also for "promotion of air safety in a rapidly growing industry through improved operations monitoring and accident prevention."

George F. Habach, President of the American Society of Mechanical Engineers, presented the award to Moore at a luncheon session of the Transportation Engineering Conference.

For Service to Aviation

Acting Administrator David D. Thomas (right), reads citation on certificate for the 1968 Spirit of St. Louis Gold Medal award for meritorious service in the advancement of aeronautics, presented to George S. Moore (center), Associate Administrator for Operations, by the American Society of Mechanical Engineers. George F. Habach (left), ASME president, made presentation.

Senate Aide Briefed

John M. Witeck (center), a staff member of the Senate Subcommittee on Transportation, is briefed on Los Angeles Flight Service Station by Chief Dale Heister (right). F. Parry Schriver (left), Assistant Chief, Air Traffic Division, Western Region, also assisted the subcommittee staff member during his recent visit to Southern California.

AF Says 'Thanks' for Save

SAN ANTONIO — The Air Force recently bestowed a tangible "thank you" on a San Antonio controller, Norman Scroggins.

He received the "Well Done" Award for the help he gave a disoriented Randolph AFB student pilot.

Unable to locate his position by instruments or landmark recognition, the military pilot contacted San Antonio Tower for assistance.

Scroggins, a radar approach controller, calmly provided information and instructions to the pilot, enabling him to fix his position and land safely at Kelley AFB.

The award was presented to Scroggins by Col. James H. Watkins, commander of Randolph, one of 10 Air Training Command bases throughout the country which are conducting undergraduate pilot training.

Thank You

Norman Scroggins (right), receives "Well Done" Award from Col. James Watkins, commander of Randolph AFB, for Scroggins' help to a disoriented military student pilot. Scroggins' instructions guided the pilot in to a safe landing. The award consisted of a certificate and an inscribed desk set.

Dr. Sulzer Named New APA Fellow

ATLANTIC CITY—Dr. Richard L. Sulzer, a research psychologist at NAFEC for the past seven years, has been elected a fellow of the American Psychological Association.

The honor is bestowed on those who meet rigid qualifications and demonstrate outstanding work in that field.

Sulzer has written 25 technical papers concerning human factors in aviation. His papers have been on such topics as obstruction markings, collision avoidance and televised radar.

Sulzer is also on the executive council of the National Research Council's committee on vision. He received his Ph.D. degree from Duke University.

Exceptional

Kathleen Blommer, Youth Opportunity Employee in the Public Affairs Office, Western Region, won a Special Service and cash award for exceptional service during the past two summers.

ASR-1 Bows Out Forever as Fond Memories Linger

COLORADO SPRINGS—Technicians and controllers at Colorado Springs said goodbye to the old ASR-1 surveillance radar the other day and, in a way, it was like losing an old and trusted friend.

The old radar facility had served the agency and the flying public without interruption for almost 10 years and during that time had proven 99.8 per cent reliable.

However, it was so old, as radars go, that many of its components were no longer stocked or manufactured. Now a new, gleaming and far more efficient radar—the ASR-5—is on the scene, and the old ASR-1 is out.

Everyone is delighted with the brand spanking new ASR-5. It has twice the range, and its altitude coverage is better by about 100 per cent.

But many will miss the old ASR-1 nonetheless. John Keleher, Chief of the Colorado Springs Tower, is one who remembers it with special fondness. Keleher was a controller at Chicago's Midway Airport when the ASR-1 was commissioned there in May, 1950. And he was there when it was decommissioned and shipped off to Colorado Springs, in February of 1959. Later, when Keleher was transferred to Colorado Springs, he was surprised to see his "old friend" still very much on the job there.

When the ASR-1 was set up in Colorado Springs in 1959, it was "married," so to speak, to a similar radar system brought in from the old tower at Los Angeles International, and thus the single-channel radar was converted into a dual-channel unit.

The Los Angeles component of the ASR-1 had a similarly colorful history. It was used in giving ASR approach service to fighter aircraft rolling off the production lines at North American and Douglas in the early '50s, during the Korean War. It also provided general traffic monitoring at a time when the flow of air traffic in Los Angeles was steadily increasing to the torrent of today. When the old Los Angeles tower was dismantled and sold to a Riverside, Calif., raceway, the radar was dispatched to Colorado Springs.

Now, the old ASR-1—and both its channels—has become a part of the technological aspect of aviation history.

And though practically everybody was glad to see it go, some controllers and technicians remember it with a sense of nostalgia. In some ways, they felt it was like losing a good and faithful friend.

New List Covers Technical Papers

SPRINGFIELD, Va.—A list of 62 scientific and technical reports available to the public has been released by the FAA.

The list covers the period from March 1968 through August 1968 and updates an earlier list announced April 5, 1968. Subject areas cover aircraft, air traffic, communications, navigation, weather, and miscellaneous reports.

Copies are $3.00 and may be ordered from the Clearinghouse for Federal Scientific and Technical Information, Springfield, Va. 22151.

Plane English

Foreign exchange students visiting the Washington Center are an attentive audience for controller James Consagra (third from left), as the FAAer describes the intricacies of air traffic control.

Europeans Tour Center

LEESBURG, Va.—Six foreign exchange students were given a valuable lesson in air traffic control when they visited the Washington Center as part of their three-month stay in the U.S. and Canada.

The students from Belgium, Holland and West Germany were under the expert tutelage of controller James Consagra. Their day at the FAA facility here climaxed their U.S. tour and left them with a renewed respect for Yankee know-how and ingenuity.

Comprising the group were Louis Meert, Remi Bogaert, Guido Stappaerts and Cathrienke Marion Bierens, all of Belgium; Joop Jansen, Holland, and Jobst Wolter, West Germany.

As a memento of their visit, Center Chief Joseph Wilson presented each with a Junior Controller Certificate.

The students' itinerary while participating in the exchange program called for spending two months in technical workshops. After completing this phase of their tour, they went on a month's tour, during which they boarded with American host families.

FAA Test Pilot Averts Possible Aircraft Crash

ATLANTIC CITY — Alert action by an agency test pilot helped prevent a landing accident recently at the Flying W Ranch Airport near Lumberton, N.J.

The pilot, Ted L. Billen, based at NAFEC, was commended by the Army for his efforts.

He was flying an Army helicopter in the vicinity of the Flying W and noticed a plane on landing approach with only one wheel of its tricycle landing gear down. Billen called the airport radar control at McGuire AFB, which in turn radioed the pilot of the plane who was unaware of his predicament. The pilot promptly took corrective action to lower the other two wheels, averting an accident which could have been serious.

A congratulatory letter was forwarded to Billen by the commander of the Army Aviation Detachment at the Lakehurst NAS, whose helicopter Billen was flying on a special flight.

Billen has been with the FAA for 10 years testing airborne electronics, communications and navigation equipment. A former Air Force experimental test pilot, he started in aviation during World War II, and holds several combat decorations for service in the Pacific and Europe. He is a native of Poughkeepsie, N. Y.

San Bruno Citizens Honor Thomas

SAN FRANCISCO—While attending the recent ATCA Convention, Acting Administrator David D. Thomas toured the San Francisco Area Office, San Francisco Tower, International Flight Service Station, Airway Facilities Sector, Bay TRACON and Oakland Tower.

Following his tour of two cities, Mr. Thomas boarded a U. S. Coast Guard helicopter for a flight to the Reid-Hillview Airport, where he inspected the solid state radio equipment.

While in the area, Mr. Thomas received awards presented by the City and Chamber of Commerce of San Bruno. He was cited for his outstanding contributions to the nation's air traffic control system.

Recognition Award

The first award of its type which has been adopted by the City of San Bruno to be given in recognition of outstanding public service is presented to Acting Administrator D. D. Thomas. On hand for the presentation were (left to right) Lloyd Ghiselli, Chairman of the Chamber's Aviation Committee; William Schneider, C. of C. President; D. D. Thomas; Gerard Vergeer, San Bruno City Manager, and Norm Merkel, Chief, San Francisco Tower.

'Computer Age' Dawns At Center in Chicago

CHICAGO—They work silently, swiftly and with an exactness that defies human imagination.

"They" — the computers — can digest up to 20,000 words of information a second. They can spew it out on paper at a rate of 79,000 characters per minute.

Controllers at the Chicago Center are becoming more familiar with these remarkable "assistants," having taken the first of three steps in the center's automation process.

Before the end of 1970, when all phases are completed, the computer program will relieve controllers of many routine clerical tasks and provide explicit information instantly as needed for speedy, efficient air traffic control service.

The first phase of the program here—now completed—automated preparation of flight progress strips.

Phase two, to be implemented late in 1969, will bring into play a new means of getting required information to appropriate control positions instantaneously. Computer read-out devices and modern keyboards will update, revise and forward flight plan data via computer, reducing interphone time and traffic.

The last stage, commonly referred to as "Full Stage A," is scheduled to go into operation in 1970. In this phase, the computer will process radar data and display it on radar screens. At a glance, controllers will be given radar targets whose alphanumeric tags will bear aircraft type, speed, assigned altitude and, for those planes having a specific type of transponder, actual altitude. Automatic target-tracking and radar handoff are among other features included in the final phase.

Analyzing Performance

Richard DeBow (left), and Wilbert Kemp, members of the Chicago Center's AFS computer technician staff, analyze computer system performance through use of diagnostic programs and system console typewriter.

Opening Day

Harry Hubbard (left), Miami Area Air Traffic Branch, goes over opening day operations plans with Walter Britton, Chief of the new VFR control tower recently commissioned at Fort Myers, Fla.

(Photo by Ronald Billib, ATCS, Sarasota Tower)

Page Tower Commissioned

FORT MYERS, Fla.—FAA officials and Lee County commissioners joined here recently for the official commissioning of a new VFR airport traffic control tower at Page Field.

Harry Hubbard, Chief, Operations Section, Miami Area Air Traffic Branch, officiated at the opening. Participating with him were Walter Britton, chief of the new tower; Bryant Baker, Airport Manager; Julian Hudson, chairman of the County Commission, and Commissioners James DeLozier, P. A. Geraci and Ken Daniels.

On the same day, the Region's DC-3 and flight inspection crew arrived from Atlanta to check the tower's radio frequencies and the local VOR.

Traffic count projections indicate the facility will handle between 60,000 and 80,000 operations during its first year of service. The air traffic to be handled by controllers at the new tower will range from light general aviation aircraft to Convair 990 jets.

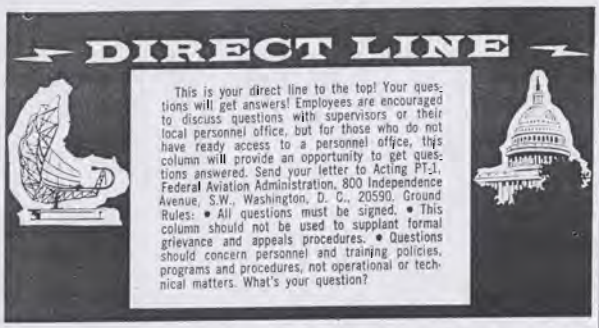
Guidance System Undergoes Test

WASHINGTON — Systems Research and Development Service has contracted with Airborne Instrument Laboratories to compile flight test data on use of a low-cost portable version of the scanning-beam guidance system at airports where terrain creates difficult siting problems for the standard ILS.

The scanning-beam, all weather landing guidance system operates in the microwave region of the frequency spectrum, providing a narrow radio signal beam which is processed by airborne equipment. It results in a guidance system that effectively eliminates interference problems created by obstructions or irregular terrain.

By scanning the beam in both vertical and horizontal planes, azimuth and elevation angles are provided for a variety of aircraft.

Initial airport sites for collection of test data include Cleveland-Hopkins, Greater Buffalo, Greater Pittsburgh, Wilkes-Barre, Baltimore-Friendship, Greater Cincinnati, Trenton, Newark, LaGuardia and JFK airports, and Grenier and Otis Air Force Bases.



(Editor's Note: Inadvertently, a line was dropped from one of the answers in the Direct Line Column of Nov. 25. The following is the complete question and answer:)

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 the Civil Service Retirement Act or under the 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, whichever 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.

Question: May an employee appraisal for a within grade increase be deferred pending a determination of his medical qualification?

Answer: No. A within grade increase may not be deferred pending the determination; neither may an increase be denied because of physical disability.

Question: I understand that new classification standards will soon be issued which would cover my official position, but I am presently on detail to another position. How will I be affected?

Answer: The official position is controlling. Detailed employees affected by changes in classification standards are treated the same as though they were not on detail.

Question: Some time ago I requested a demotion from GS-12, Step 1, and reassignment to a different career field at GS-7, Step 10. My present grade is GS-9, Step 10. If I am repromoted from GS-9 to GS-10, will I receive GS-10, Step 10?

Answer: By law, an employee must be given an increase equivalent to two steps in the grade from which he is promoted. For employees with previous Federal service, Civil Service Commission and agency regulations permit adjustment of salary upward to a level which does not exceed the highest previous rate received. Such upward adjustment is not mandatory. In the event it is elected and the employee's previous rate falls between two steps in the grade, adjustment may be made to the higher step.

Question: (1) What is the purpose for reclassifying the Electronic Installation Technicians (F&E) positions?

Answer: (1) It has not been determined if the Electronic Installation Technicians positions or any of the other positions in the GS-856 (Electronic Technician) occupational area will be reclassified. However, the agency is reviewing these positions to determine if modern technology, complexities and responsibilities have had a significant impact.

Question: (2) What are the requirements for GS-11/12 supervisory positions?

Answer: (2) GS-11 and GS-12 first-level supervisory positions require a minimum of one year of specialized experience at the next lower level directly related to the duties of the position to be filled. Except for first-level supervisory positions, applicants for supervisory and management positions must have had at least six months of supervisory or management experience, as well as one year of specialized experience.

Question: (3) Why were these positions excluded when the Maintenance Electronics Technicians were upgraded?

Answer: (3) Electronic Installation Technicians were covered in the agency's Allocation Guide, dated March 1967. When positions are reclassified, resulting in either an upgrading or downgrading, they are changed based on the duties, complexities and responsibilities of that specific type position and not across the board in an occupational area.

Question: (4) Will the Electronic Installation Technicians positions be included in the proposed study of the agency's Electronic Technicians?

Answer: (4) Yes, as reported in the Sept. 16 Direct Line.

Question: An ATCS can begin in a low activity facility and can progress to higher activity facilities; thus, as a journeyman, he can go from GS-10 to GS-12. A journeyman in Systems Maintenance has no incentive plan to improve his lot, gradewise. He may be required to hold eight or more systems certifications; yet, at all positions the grade is the same. Why?

Answer: The number of systems a technician is required to be certified on depends upon his assignment. The grade is based on the total duties, responsibilities, and complexity of the equipment and not the variety of equipment. The number and type of certificates an employee holds may have, along with many other factors, an effect on his career advancement opportunities. However, the biggest single factor in career progression remains the employee's individual initiative and ability. Grades are not and cannot be established higher than the level of work performed for grade progression alone. Employees at all levels are encouraged to improve their qualifications so that they can move into positions with greater responsibility as vacancies occur.

Inspectors

(Continued from Page 1)

This historic event was the culmination of thousands of hours of work and effort on the part of the company and the FAA inspectors assigned to that firm. Long before, teams of FAA people had been working, training, approving (and disapproving where warranted) and literally living around the clock with Boeing, PAA, engine manufacturers and officials of several foreign countries.

Airport terminals and runways and taxiways in both the U. S. and Europe had to be approved for jet aircraft use. Air traffic procedures had to be revised. Air carrier operations, maintenance and engineering manuals had to be rewritten and approved to fit the jets.

Training classes and programs for pilots, navigators, flight engineers, stewardesses, mechanics, ground personnel and dispatchers had to be established and approved. Ground equipment (power generators, air conditioners, fueling and oiling facilities, loading equipment) had to be built and safe maintenance procedures approved.

Dispatch, navigation and communication procedures, loading (weight and balance) and fuel requirements had to be cleared.

Observers on Flights

Proving flights to Europe had to be scheduled and carried out with FAA observers on board. On the first round trip, FAA people never got off the aircraft at Paris although PAA did change flight crews. All this had to happen before that first passenger flight could operate.

The above is merely an outline of the tremendous, little-known responsibilities of FAA Flight Standards inspector personnel. These functions and responsibilities are still required today whenever an air carrier is approved to use new aircraft or serve new routes.

In 1958, the first group of airlines to enter the jet age were PAA, American, TWA and National Airlines. At that time the first FAA inspectors involved in the PAA and American Airlines jet activities working out of the New York IFO and LaGuardia ACDOs were Jim Frazier, Ray Hirsch, Tom Eckis, Robert Crothers, Lee Jett, Jim Odom, Tom Copeland and myself. In San Francisco, Joe Ferrarese guided PAA and in Kansas City, Wayne Carney and Gordon (Porky) Williams spearheaded the TWA assignment.

Promote Air Safety

These were among the first to move into the jet age and many have followed in their footsteps. Without their early efforts, we say proudly that the wonderful safe, efficient U. S. air carrier operations so much admired and taken for granted in the world today would not be the success they are.

Of the men mentioned above, Wayne Carney and Jim Odom have passed away. Tom Copeland is a senior executive in American Airlines Training Department. Joe Ferrarese is Chief, Operations Division, FS-400, in Washington, D. C., Gordon Williams is Deputy Director, Southern Region, Atlanta, Georgia. Jim Frazier is Assistant Area Manager, Miami, Fla. Bob Crothers heads up the Systemsworthiness Analysis Program (SWAP) for the European Region, and Ray Hirsch is the lead airman certification inspector for the Boeing 707 for the European Region in New York.

The Winner

Acting Administrator David D. Thomas escorts Miss FA Club of 1969, Miss Linda Bullers, around the dance floor for all to see. Queen contestants Bessie Waiters and Ruth Whaling look on.

Mail

(Continued from page 1)

"The easiest way to mail something is not always the most practical, most efficient and least expensive way. Except in special cases, we eliminated use of 'easy-to-mail' 11 by 13 inch 'flat' envelopes. Simply by folding material so it could go in a 5½ by 11 inch envelope, we realize savings of 24 cents on each item.

Shipping Savings Found

"We found other opportunities for savings in the way we shipped packages. By keeping box size compatible to contents, we very often eliminated use of larger size boxes which generally cost twice as much to mail.

"Wherever possible, we send registered mail as certified, realizing 45 cents on each such item. Many times certified mail, which costs 30 cents, can go just as well at the regular six cent rate.

"By asking a simple question: 'Does this really have to go air mail?' we were able to make substantial additional savings.

Post Office Liaison

"Close liaison with local post office officials—in our case Fort Worth Postmaster Jack Watson—pays off. We found postal officials very happy to work with us in ironing out local mailing problems."

How do you judge how much you are saving in mail room operation? Fort Worth did it through sampling techniques: estimating how much a given quantity of sampled mail would cost under the old methods of operation, then comparing it with the cost under the new methods being used.

In the case of the Southwest Region mail room, an estimate of 538,044 pieces of mail for the fiscal year was arrived at through sampling. For this volume of mail, and based on actual cost-saving experience, it was possible to project total annual savings estimated at $45,708.

Flu

(Continued from page 1)

influenza, it is expected to reduce the severity and incidence of complications.

The usual case of influenza begins with chills and fever. Soon there is prostration, general aches and pains, headache, weakness, and loss of appetite. A sore throat, unproductive cough, chest pain and sinus congestion may develop.

Symptoms of Mild Cases

In mild cases, one sees a temperature of 101 to 102 degrees lasting two or three days, but in serious cases it reaches 103 to 104 degrees and lasts four or five days. Usually the symptoms subside shortly after the fever. However, there may be a secondary bacterial infection resulting in pneumonia. Bronchitis, sinusitis, middle ear infection, and infection of the lymph glands in the neck are other possible complications caused by secondary bacterial infections. In elderly or debilitated persons, such complications can result in death. In pregnant women, the fever and toxic products produced by the infections may interrupt the pregnancy or interfere with the normal development of the baby.

Bed Rest Urged

Treatment of influenza is symptomatic. Bed rest should be instituted with onset of symptoms and continued for a day or two after they have subsided. Aspirin or one of its substitutes may be used to reduce the fever. Consumption of three or four quarts of fluids per day will help eliminate toxic products and control the fever. Medications may be required to suppress the cough, and decongestants may be used to open the breathing passages.

A physician should be consulted for all serious cases, and for high risk patients that are prone to develop complications.

Then known as "America's ace aviator," Howard Hughes was 33 years old when this picture was taken in 1933. He had already established a land-plane speed record, a U.S. transcontinental record, the world flight record for circling the globe in less than four days and had earned a special Congressional Medal which was awarded to him in 1941.

(Photo courtesy National Air and Space Museum, Smithsonian Institution)

The Sikorsky amphibian is shown above at Lake Mead a few weeks before the accident. Hughes stands in the rear hatch; Felts, who died in the accident, leans against the wings. After the accident (left), Hughes had it raised from the bottom of Lake Mead. Later plane was rebuilt and sold to Wien Alaska Airlines.

Facing Death with Howard Hughes

By John Leyden

In May 1943, with the Allied armies finally victorious in Africa and once again on the offensive in the Pacific, the fact that Howard Hughes survived a plane crash in Nevada rated this single paragraph in the *New York Times:*

Howard Hughes Hurt in Crash

Boulder City, Nev., May 17 (AP)—One man was drowned and four others, including Howard Hughes, airplane designer and manufacturer, were hurt when their twin-engine experimental flying boat crashed and sank in Lake Mead above Boulder Dam. Mr. Hughes escaped with only a minor head cut and the three other injured men were brought to the Boulder City Hospital. The name of the fifth occupant, who went down with the plane, was not immediately learned.

Actually, Hughes came much closer to death than the brief item in the paper suggested. Indeed, he may not have survived the crash at all had it not been for C. W. (Ted) Von Rosenberg, who retired from FAA in March 1966 after 26 years with the agency and its predecessor, the Civil Aeronautics Administration. He was Chief of the Flight Standards Technical Division at Oklahoma City at the time of his retirement.

Von Rosenberg was one of two CAA men aboard the Hughes aircraft when it crashed on Lake Mead. The second was Ceco Cline, Chief of the Manufacturing Inspection Branch at the old CAA sixth region headquarters in Santa Monica. Cline died in the accident. His body was never recovered.

Two Fatalities from Accident

Another man, an employee of Hughes, also died of injuries received in the accident.

The aircraft involved in the accident was a Sikorsky amphibian which Hughes purchased for a projected around-the-world flight. Later, he changed his mind and switched to a landplane, a Lockheed Model 14 (forerunner of the World War II Hudson bomber), which he used to circle the globe in record-breaking time of 3 days, 19 hours and 8 minutes in July, 1938.

Hughes found other uses for the Sikorsky, including flight tests to gather design data for his huge, controversial flying boat, the HK-1. Much of this testing was done at Lake Mead with Hughes at the controls.

After the United States entered the Second World War, the Army Corps of Engineers wanted to buy the Sikorsky from Hughes, provided the CAA approved modifications made to prepare the aircraft for the around-the-world flight. These included installation of new, larger engines, a new tail and extra fuel tanks.

Von Rosenberg, an engineering test pilot in the old CAA sixth region headquarters at Santa Monica, was assigned to work with Hughes on the project. Flight tests at Glendale were completed by mid-May 1943. Only water tests, to be conducted on Lake Mead, remained.

On the afternoon of May 16, Von Rosenberg with Ceco Cline as his co-pilot flew the aircraft to Boulder City on the south end of Lake Mead. Also in the aircraft were Hughes and two Hughes organization employees—an engineer, Gene Blandford, and a mechanic, Dick Felts.

Hughes Was Chief Pilot

Tests began the following morning. Hughes took off from Boulder City airport and flew to the north end of the lake for a landing on the water. Hughes was in the left seat, Von Rosenberg in the right seat and Felts, acting as flight engineer, was leaning through the cockpit door. Blandford and Cline were seated in the passengers' compartment behind the flight deck.

"Howard brought the aircraft in fast and flat," Von Rosenberg told "Horizons." "It should have been a routine landing. Hughes was thoroughly familiar with both the Sikorsky and Lake Mead. But what he didn't know, what none of us knew at the time, was that someone in the ground crew erred in calculating the aircraft's center of gravity, with the result that the aircraft was improperly loaded. Subsequently it was determined that the actual CG was 12 inches forward of where it should have been. This meant, of course, that the aircraft was nose heavy.

"Howard put the plane down smoothly," Von Rosenberg added, "but as it settled in the water and began picking up water drag, the nose dug in and we started to skid sideways. Howard kicked in full right rudder in an effort to straighten it out, and for a moment I thought he had it. Then, the aircraft went completely crossways, and began skipping sideways across the water at high speed. It was being torn up. Wing struts collapsed. The prop on the left engine sliced a huge hole in the side of the hull right where Ceco Cline was sitting. I remember thinking: there isn't a chance any of us will get out of this alive.

Water Gushes into Hull

"After what seemed an eternity," Von Rosenberg continued, "the aircraft came to a stop listing at an angle of maybe 45 degrees. Water was gushing through the hole in the side of the hull. The aircraft started to sink. I jerked my seatbelt loose and glanced at Howard. He was sitting there dazed and glassy-eyed from a blow on the head.

"I said, 'Come on, Howard, let's get out of here. It's going to sink.' But he didn't move. Then I unbuckled his seat belt and shook him hard several times. I kept saying, 'we've got to get out of here, Howard.' Finally, he began to come around.

"I slid open the window next to Howard and began pushing him out of it. I was afraid he'd get stuck—afraid not only for him but for myself. The water was rising fast, and I had to follow him out that window—at least I thought I did at the time. But after I got Howard half way out, I remembered there was an overhead escape hatch. So after Howard got out, I just opened it and floated out.

"We climbed up on the wing which was still above water," Von Rosenberg said. "Blandford was there holding Felts, who had a horrible head wound and was obviously dying. I asked if anyone had seen what happened to Ceco but no one had. So I crawled back to the rear hatch and went inside the fuselage, which was flooded, and began searching through the water for him. He was not to be found. I guess he was thrown out of the aircraft by the propeller when it sliced through the hull.

"After we had been there for a while, a motor boat came up and we asked Blandford, who was in the best shape of any of us, to take Felts back to shore and send help back to us.

"Howard and I were left alone on the wing, which was beginning to go under, so we decided to get in a life raft which we had previously pulled out of an overwing compartment. But when Howard crawled in the raft, it collapsed around him. Someone had left the air valves open. Howard had to search around for a hand pump and reinflate the life raft, while I treaded water beside him. Finally, we both got in the raft and after about 30 minutes, help arrived."

Von Rosenberg, who suffered severe back injuries in the crash, spent the night in the hospital at Boulder City and the following day was flown to Los Angeles in a TWA aircraft. With him on the plane was a Los Angeles specialist brought in the previous afternoon by Hughes to insure that his friend had the best of care.

For the next ten days, Von Rosenberg was stretched on a fracture rack—or "torture rack," as he describes it—in a Los Angeles hospital. He then was put in a body cast from his chin down to his hips. After three and one-half months, this was replaced with a brace which he wore more than a year.

Today, Von Rosenberg can still feel the effects of the accident, especially on cold, rainy days, but it hasn't hurt his aviation career. Now Vice President—Engineering for Lear Jet Industries in Wichita, Kan., he still is an active pilot.

As for Howard Hughes, he also has done well.

C. W. (Ted) Von Rosenberg
Vice President of Engineering
Lear Jet Industries