HORIZONS

Read: 'Mr. G. Does His Thing' Page 2

Vol. 2, No. 26 | Published biweekly for employees of the Department of Transportation/Federal Aviation Administration | December 23, 1968

SEASON'S GREETINGS

Island Santa Brings Joy to Kids

By George Miyachi

HONOLULU—Little Tommy could hardly restrain himself, as he sat on the ample lap of the jovial, bewhiskered old gentleman in the red suit.

"It's Santa!" the happy child exclaimed. "And he brought me a Christmas present!"

As far as Little Tommy was concerned, Santa had come all the way from the North Pole to visit him in Hawaii and bring him a gift.

Making Santa real to Hawaiian kids is nothing new for Edward (Smokey) Glowania, an office machine operator with the Administrative Division here. Smokey has been playing St. Nick for the last four years.

"It really started about 12 years ago when I was drafted to play Santa at an office party," recalls Smokey. "After the party was over, I was hooked—but bad, on playing Santa. Seeing the kids get such a bang out of meeting Santa really touched me."

After that experience he began saving for a Santa costume. Eight years later he invested $200 on a "quality" outfit that has since been used to bring joy to literally hundreds of children at gatherings held in Hawaii offices, hospitals, community centers, private homes and shopping centers around the islands.

Most popular with parents, as well as Smokey, are home visits, made only on Christmas Eve. Unlike the shoemaker's son, Smokey reserves the last call for his own children.

"Although they know Santa is really daddy," he explained, "they still get a bang out of it."

Mele Kalikimaka

Between gift delivery chores, Santa (Smokey) Glowania is given a quick lesson in hula dancing from comely Zenobia Oue, girl Friday to Pacific P & T Division Chief.

Christmas. . .and the FAA. . .

Once again, the chubby, twinkling-eyed apparition with the bushy, white beard—the jolly Mr. C. of childhood dreams—is about to begin his fanciful round-the-world flight, and for the staff of *FAA Horizons*, this marks our annual Christmas roundup issue.

From regions, centers and headquarters offices come dispatches telling of the many different and appropriate ways FAA employees are celebrating this Christmas season. Some are getting into the spirit by playing Santa to local children. Some are donating money to worthy organizations. Others are having a gigantic hangar party for excited youngsters. Some are providing a Merry Christmas by giving food, clothing and toys to families whose Christmas would otherwise be very bleak. Several employees are helping support orphans abroad. Others are sending gifts to servicemen and servicewomen overseas. The essence of Christmas—giving, helping, sharing—is reflected in all these activities.

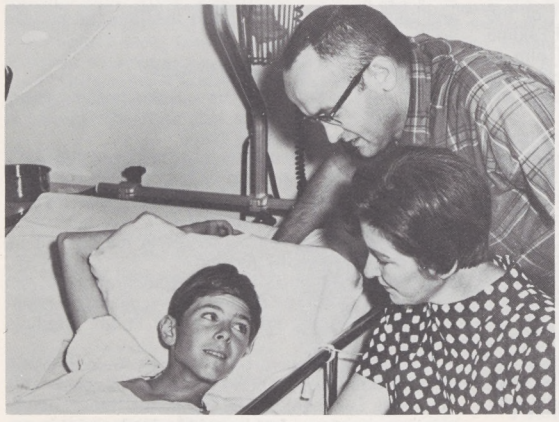
Because of this agency's vital mission, some employees will "give" Christmas day itself. They will be poring over radar scopes, briefing pilots at flight service stations, controlling holiday air traffic and in countless other ways "giving" their skills.

It is especially to those who will be on duty on Christmas Eve and Christmas Day—whether it be at lonely mountaintop radar sites, at centers, towers, flight service stations or in the never-ceasing communications hubs at headquarters and in the regions—that we dedicate this Christmas issue.

Family Receives 'Most Precious Gift'

ANCHORAGE—For Donald Keil, Chief of the Alaskan Region's Management Analysis Division, and his family, this will be a very special Christmas.

The Keil's only son, 14-year-old Doug, will be home for the holidays after more than three months in the surgical ward of a Seattle hospital.



Home for Christmas

Determined he would spend Christmas at home despite painful injuries and months in a hospital, 14-year-old Doug Keil talks with his dad and mother. Medical science and Doug's courage made his wish come true: he is home for Christmas.

(Photo courtesy Seattle Times.)

While climbing a high tension tower near an abandoned Juneau mine on Aug. 28, Doug lost his footing and contacted a 23,000-volt power line. For 15 agonizing minutes, he clung to the tower, his leg repeatedly brushing the "hot" cable. He retained consciousness throughout the ordeal.

Rescuers finally reached him and removed him from the tower. After emergency treatment in Juneau, Doug was rushed to Seattle aboard a Coast Guard aircraft.

While the boy's life hung in the balance, FAAers, Coast Guard personnel and others in the Seattle area contributed blood for numerous transfusions needed to keep him alive. Seattle surgeons found it necessary to amputate Doug's left leg just above the knee. Later, his left arm had to be removed above the elbow.

Throughout numerous serious operations and painful surgical repairs, Doug maintained a courage and cheerfulness that amazed doc-

(Continued on Page 7)

A Christmas Light

The poster showing Santa and his candle lights the way to the charity barrel for Mrs. Gerry Duff (left), and Mrs. Bettye Rist with their gifts. Their donations will help the Federal Aviation Club, Fort Worth, fulfill its goal of giving food, clothing and toys to several families. This is a project sponsored by the Club for several years. Mrs. Duff, who is in the Airway Facilities Division, is the Club's first vice president; Mrs. Rist is a secretary in the Compliance & Security Division.

Save of the Year . . .

Mr. C Does His Thing

By John Leyden

If I told him once, I told him a hundred times: Mr. C., you're asking for trouble. But would he listen? No. He goes right on flying his obsolete crate in all kinds of weather over some of the world's most forsaken terrain. No instrumentation. No communications. No navigation equipment whatsoever. Lucky for him, I was around to help him when he needed it.

It happened around 11:30 one Christmas Eve. I was on the late shift at the Fairbanks ARTC Center, like I'm always on the late shift on Christmas Eve . . . and New Year's Eve . . . you name it. When the watch supervisor makes up holiday work schedules, I'm always first on his list. Sometimes I wish I'd never left Stapleton Tower.

Anyway, I was at the radar with a guy named Herman Humperdink. He's a bachelor and doesn't have any kids and could care less about working Christmas Eve. Me—I've got five kids and I should have been home trimming the tree.

A Lonely Vigil

Herman and I just sat there, smoking, talking and watching the bright line sweep around the radar-scope. This late on Christmas Eve, things were slow at the center. Only a few planes were up in the whole area and none at all in our sector. Anybody flying anywhere for Christmas had already passed through. I remember thinking it wasn't much of a Christmas Eve, even for Herman.

Then, all of a sudden, we got action. The radar picked up a lone target moving south over the Arctic Ocean toward the north coast of Alaska. At first, I got real nervous, thinking maybe it was one of those intercontinental ballistic missiles fired by some weirdo out to ruin everybody's Christmas. You know, like in "Dr. Strangelove," only for real.

After watching the target for maybe 30 seconds, both Herman and I agreed it was too slow to be a missile. Or, as I told Herman, if it was a missile we were in better shape defensewise than the Pentagon figured, because this thing was flying so low and slow you could knock it down with a snowball.

Mr. C. Is Lost

After deciding the blip was a plane of some sort, it came to me like a flash, as they say, who the pilot probably was. And if it was who I thought it was, he was in real trouble. He was about a hundred miles off course, hopelessly lost. Which didn't surprise me because, though Mr. C. is a prince of a fellow, he's not one of our hottest pilots. What can you expect of a guy who thinks he can fly once a year and maintain proficiency?

No sooner did I decide Mr. C. was lost than he, bless his heart, reached the same conclusion and began flying a triangular pattern—the internationally-recognized MAYDAY signal for aircraft not equipped with radio or with radio inoperative. I was surprised he even knew about it.

And all the time I was sitting there wishing he had a radio so I could call him up and say, "I told you so."

That had to wait, of course. Now my problem was how to help him. The first thing I did was call Point Barrow FSS and talk to Harry Humperdink, Herman's twin brother, who is also a bachelor, which can't be all that great in a place like Point Barrow.

"Leader" Ship Sought

I told Harry about Mr. C's problem and asked if there was anybody at the airport who could fly out and lead the old gentleman in.

"We're in luck," Harry told me. "Eskimo Airlines' DC-3 is out on the runway all set to take off for Nome."

Now, Eskimo Airlines isn't really an airline but a commercial operator hauling whale blubber and such between Nome and other Alaskan cities. Anyhow, I very quickly got on the DC-3's frequency and gave the pilot a rundown on the situation.

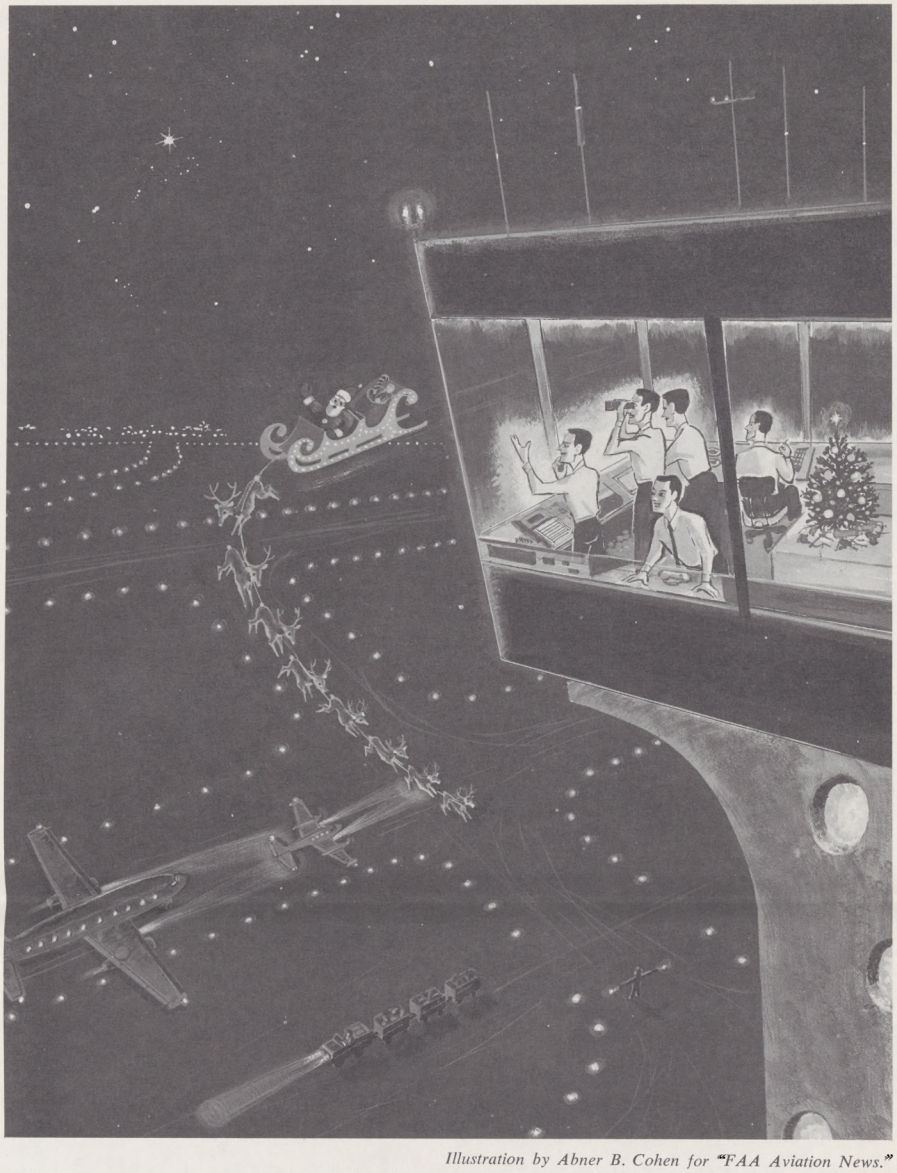


Illustration by Abner B. Cohen for "FAA Aviation News."

The pilot, a guy named Rodney Wingover, turned out not to be the greatest humanitarian in the 49th State. In fact, he informed me that his company's profit and loss statements for the last five years showed more loss than profit and the cost of the extra fuel needed to hunt for Mr. C. would put Eskimo Airlines in the red again this year. I told him to charge the extra fuel to my BankAlaska credit card and gave him the number, and this improved his disposition.

After that, the whole rescue mission went like a piece of cake, hardly justifying my writing up the report as a "save" except for the fact that at the time I was up for promotion.

Beautiful Patterns

I gave the DC-3 a radar vector to where Mr. C. was still flying the triangular distress pattern, cutting those 120-degree turns in a way that was beautiful to watch.

About 20 minutes out of Barrow, Rodney Wingover squawked that he was burning even more fuel than he'd anticipated because of strong headwinds and I had to assure him again that BankAlaska would take care of the extra cost.

About 30 minutes later, Wingover called again to let us know he had Mr. C. in sight.

"In fact," he said, "you can't miss the guy. He's got a bright red light glowing in front of his aircraft."

The DC-3 led Mr. C. to Barrow where Mr. C. landed, got a weather briefing from the FSS and (probably for the first time in his life) filed a flight plan which, I'm told, was so long it had to be seen to be believed.

I asked Harry Humperdink to tell Mr. C. to stop by the Fairbanks Center on his way south because I felt like lecturing him on the importance of sound preflight planning, among other things. Harry came back on and said Mr. C. couldn't spare the time, as he was way behind schedule.

The Sound of Bells

So I was more than a little surprised when I came off a coffee break about a half hour later and heard the sound of approaching bells.

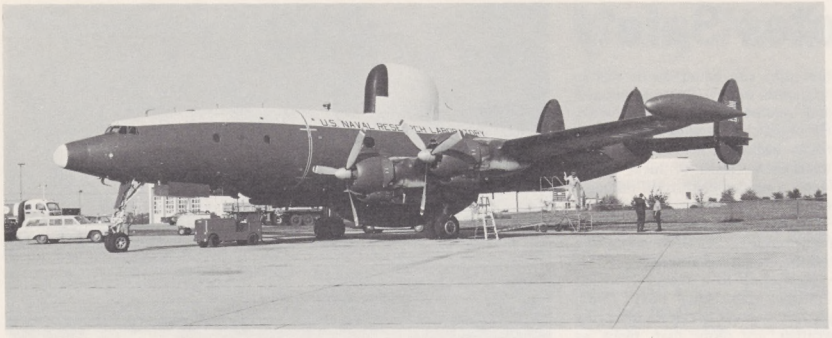
I left Herman to watch the radar and ran out to the parking lot just as Mr. C. arrived. He didn't land, just made a low, slow pass, then dropped a sack containing presents for the wife and kids and something spiritual for dad. Then he waved to me and off he flew southward, really moving.

As I watched him disappear, my admiration for him was tempered only by the fear that someday he might hurt himself flying around in that Wright Brothers reject.

Still, I realized, there was nothing I could do about it. And I really wouldn't do anything if I could. This Christmas Eve flight of Mr. C's is "his thing," as the kids say nowadays. And I would be the last one in the world to stop a guy from doing his thing.

The End

(Editor's Note: After nearly 15 years as a gimlet-eyed newsman who has seen the worst and the best of things, John Leyden still affirms stoutly: "Yes, Virginia, there is a Santa Claus.")



Flying 'Test-Bed'

This U. S. Naval Research Laboratory EC-121 "Constellation" aircraft recently flew a 7,000-mile test flight from the Naval Air Test Center at Patuxent, Md., to Europe and return as part of a joint USN-FAA evaluation of the Omega VLF system for long distance air navigation. The test-bed aircraft also is equipped with Loran-A, Loran-C and celestial navigation capability as well as standard dead-reckoning equipment.

Get Continous Fixes On Omega Test Flight

WASHINGTON—Keep your eye on Omega. This new system of long-distance navigation shows promise according to results of a long-range test flight completed recently by the FAA and the Navy.

Christopher S. Barrett, research and development program manager in charge of Omega evaluation, said the system demonstrated absolute superiority over all other navigation methods available on board the test aircraft, including Loran A, Loran C and celestial.

During the 7,500 nautical mile flight, the Omega system provided continuous aircraft position "fixes." The flight began at Patuxent Naval Air Test Center in Maryland with stops in Newfoundland, England, Spain, the Azores and Bermuda before returning to Patuxent.

During one period of more than four hours, precipitation static knocked out all of the aircraft's Loran and voice communications, but had no effect on Omega availability and accuracy. The maximum average Omega fix error for all segments of the flight was approximately one-and-a-half miles with a maximum (one time) error of four miles.

Omega's ground-based transmission system consists, at present, of four very low frequency (VLF) stations located in Norway, Trinidad, Hawaii and New York. The Department of Defense recently authorized establishment of four additional stations which will enable navigators to continuously pinpoint their position anywhere on the earth.

VLF signals follow the earth's curvature and can be received and utilized up to a distance of more than 6,000 miles.

At any point in navigable air space, reception will be available from at least three stations. Signals received are converted by a computer aboard the aircraft to continuously precise aircraft position "fixes," and constantly updated steering information.

The test flight was conducted in a Navy EC-121. Equipment aboard included the Navy-developed airborne receiver-computer system (Mark III Airborne Omega) built by the Naval Research Laboratory and Lear-Siegler and a VLF airborne antenna system developed by FAA's Systems Research and Development Service under a contract with Pickard and Burns Electronics, Waltham, Mass.

Successful use of the Omega system for air navigation may lead to its international acceptance for civil air use. Meanwhile, evaluation of the Omega navigation system is continuing.

Tips Given for FAA Jobs Overseas

WASHINGTON—So you want a foreign assignment?

There are interesting jobs abroad with the agency and here's how to get them under the agency's Foreign Assignment Resources Employee System (FARE).

First of all, bear in mind that virtually all foreign assignments require technical expertise in FAA operating program areas—such as Air Traffic, Airports, Flight Standards and Systems Maintenance.

To be considered for a foreign assignment you must be willing to adjust to a whole new way of life, including an environment which is vastly different from your own in terms of culture, language, climate and standards of housing and health. This calls for a person who is flexible and willing to cooperate, yet capable of maintaining high professional and personal standards in relationships with foreign nationals.

If you believe you have these qualities and are now at least a GS-12 or its equivalent, the following steps are required.

Submit a completed Form 3639, Foreign Assignment Application, to your personnel office through your supervisor. Forms are available either from your supervisor or the personnel office.

Carefully mark your assignment preference as you will be considered only for those geographic areas you indicate.

If you have already submitted an application for foreign assignment, it should be updated by submitting a new Form 3639 at least every two years, or more often if a significant change in duties or experience occurs. To receive full consideration, your application must be complete, concise and accurate, reflecting recent experience. Updating assures that your employment history is current and it constitutes a confirmation of your continued interest in overseas assignments. It also provides a recent supervisory appraisal of your suitability for such assignments.

When overseas job vacancies occur, job requirements are fed into the computer. Personnel in the FARE system are automatically considered and the names of those possessing the necessary qualifications print out on a computer run. This run and a copy of each eligible applicant's Form 3639 is referred to management for final analysis and tentative selections.

Tenative selectees and their families are interviewed in their homes to assure that both the employee and his family have a full understanding of what is involved in an overseas assignment.

The Career Systems Division, PN-200, maintains the FARE system and makes supplementary changes on a monthly basis.

Updating Is Vital

If you seek a foreign assignment, remember to keep your FARE application updated, says Joseph Bailey (right), Chief of the Staffing Program Branch (PN-210). The branch program to update FARE applications is discussed by Bailey with Patricia Hull, Systems Research Aide, and Earl Ginyard, Personnel Management Specialist. The aim in updating applications for foreign assignments is to show the applicants' current interests and availability for such positions.

Improve Relays for Radar

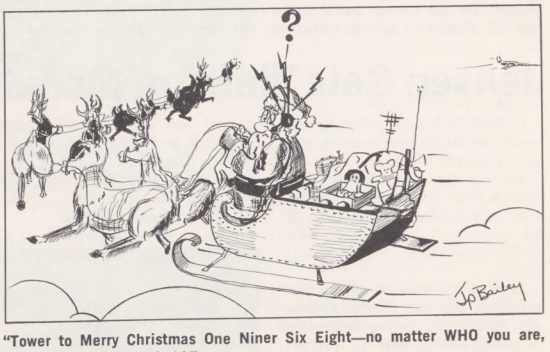
ATLANTIC CITY — Improved coaxial relays for RBDE-5 radar displays developed at NAFEC are now available at the FAA Depot in Oklahoma City, marking the end of a project started three years ago.

The relays enable controllers to switch to another channel in case of breakdown. Each RBDE-5 system uses 32 relays.

The project, directed by Irving Mower, began with collection of maintenance data on relays at ARTC centers. This was followed by examining and lift-testing relays produced by four manufacturers. New specifications were then written.

Final tests were made to see if the new relays were satisfactory.

The end product was the recent delivery of the new relays in quantity to Oklahoma City by the manufacturer.



"Tower to Merry Christmas One Niner Six Eight—no matter WHO you are, you must continue to hold."

(Cartoon by James P. Bailey, ATCS, Birmingham, Ala. Tower)

Bright Blazers Identify 'Team'

ANNISTON, Ala.—Flight Service Station personnel here recently demonstrated their esprit de corps by turning to the world of fashion to further enhance their public image.

Pooling personal funds of about $50 apiece, members of the FSS staff purchased two blazer jackets each—one in striking navy blue for the summer season, the other in rich burgundy for winter.

The blazers display FAA emblems on the left breast pockets, effectively identifying members of the FAA team. Public reaction has been highly complimentary, says James Ray, FSS Chief.

Fashionwise

Anniston FSS employees model their handsome matching burgundy blazers for "FAA Horizons." Pictured in the lobby of their facility are (left to right, seated): Charles Whitfield, Watch Supervisor; James Ray, Facility Chief; Ruth Williams, secretary; Emeris Smitherman, Watch Supervisor and (left to right, standing), ATCs John McMullen, William Bennett, Jr., Jesse Elders, Jr., Bobby Norris, Jonah Hughston, Thomas Smith, William Bice, Jr., and Walton Wells.

FAA HORIZONS

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

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

Weather Seminar Promotes Safety

By Thom Hook

BALTIMORE—An agency doctor, an agency weather advisor and a FSS supervisor recently contributed to a highly successful Sunday Weather Seminar at Friendship International Airport. The all-day program drew 275 pilots and wives —three times the number attending the previous year.

Giving individual talks on their areas of specialization were: Dr. Al Cierebiej, Aeromedical Services Division, Washington Headquarters; Newton Lieurance, Director of Aviation Affairs for ESSA and weather advisor to the FAA; and Frank Kraemer, supervisor of the Washington FSS. A fourth FAAer, Ken Kress, Baltimore GADO head, joined them in a panel discussion along with Weather Bureau experts who participated in the session for area private and commercial pilots.

Lieurance cited the benefits of such seminars in which different agencies and experts present a program to help pilots gain a better knowledge of weather. Nearly 15,000 pilots in 36 states have attended seminars such as the one at Friendship, he said.

Dr. Al Cierebiej linked the "Human Factor of Flight Safety" with weather, the latter being responsible for 38 per cent of general aviation fatalities and human factors involved in about 90 per cent.

Physiological Problems

In poor weather or black of night, for example, rotating beacon reflections can cause flicker vertigo. Landing into the sun can bring dizziness, which can be countered if the pilot looks aside or adjusts his throttle to a different power setting. Other problems making poor weather flying hazardous include use of various drugs, fatigue, hypoxia (lack of oxygen), alcohol, developing panic and engaging in scuba diving without allowing adequate time to let the pilot's system rid itself of excess gas.

Frank Kraemer advised pilots that they can count on most FSS specialists to have flying experience and related weather background. He urged the pilots to contact FSS while airborne to recheck their weather, to learn of local turbulence, a sudden cold front, thunderstorms or facility outages.

He also asked them to volunteer pilot reports (PIREPS) when the weather is not as forecast.

According to a recent National Transportation Safety Board study, general aviation accidents involving weather are more than twice as likely to be fatal as those in which weather is not a factor.

The general aviation (non-airline) fatal accident probability with weather involved is reported to be 2.6 times that of an accident without weather as a factor.

Seminars such as the one in Maryland are considered an excellent way of reaching pilots at the grass roots level through volunteer speakers, who contribute their time to promote general aviation safety.

Stump the Experts

Close of a recent Sunday's all-day Aviation Weather Seminar saw Roy Prince, ATC specialist from the Friendship International Airport Tower, answering a question from the floor submitted through moderator Clarence Reynolds (standing beside him), of the Weather Bureau. Other panelists (from left) awaiting questions in their field are: Marvin Hunter, Weather Bureau; Frank Kraemer, FAA, Washington FSS; Phil Stewart and Stan Lacy, both Weather Bureau.

Vietnam Medal Conferred

Ed Jensen (right), Pacific Region Aviation Operations Inspector, receives Vietnam Civilian Service Award Medal from Director Phillip Swatek. During two TET attacks on Saigon, rockets hit near Jensen's office and residence.

Jensen Gets Vietnam Medal

HONOLULU—Ed Jensen knows how close death can come to you as a civilian in Vietnam.

He was only a few yards away when a Viet Cong guerrilla lobbed a hand grenade directly in front of his quarters. A South Vietnamese civilian was killed in the ensuing blast.

Jensen, an Aviation Operations Inspector for the Pacific Region, also recalls the jarring detonation of enemy rockets near his quarters on one occasion and outside his office at Tan Son Nhut Airbase on two other occasions.

During the Tet offensive against Saigon, fighting in the area forced him to keep to his quarters. Caught in similar predicaments while on inspection trips to South Vietnam were Rudy Shafer, Miami Area inspector, and Cliff Walker, Deputy Associate Administrator for Operations, both visiting Jensen when attacks broke out.

For his volunteer service in Vietnam, Jensen recently was awarded the agency's Vietnam Medal. It was presented by Director Phillip Swatek.

As the Pacific Region's man-on-the-spot in South Vietnam for the last two years, Jensen gathered and forwarded data affecting the safety of civil and contract air carrier operations to FAA's airlift coordinator in Honolulu.

His efforts have helped raise the level of safety of airlift flights in and out of South Vietnam.

Blarney Stone

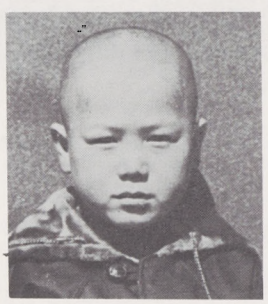
Patrick A. Brennan, Miami Area Office, with a bit of help from a friend, assumes the traditional posture required to "kiss the Blarney Stone" at Blarney Castle during a reunion with his family in County Cork, Ireland. Brennan recently spent three weeks in his homeland, which he left almost 30 years ago.

Gifts Assure Christmas Joy For Orphan, 7

By Barbara Abels

LOS ANGELES—Because Betty Marshall of the Western Region Budget Division cared enough to share her plenty with another less fortunate than herself, a Korean orphan, Kim Jang Hun, 7, will have a happy Christmas this year.

Through the help of the Christian Children's Fund, Inc., Seoul, Korea, Betty has taken on the responsibility of sponsoring Jang Hun, a foundling rescued from the Korean streets and brought to the Home. By using Betty's monthly donation, the Home will see that Jang Hun has enough to eat and warm clothing to wear as the cold winter snows envelop the small Korean farm where the Home is located.



Kim Jang Hun

Betty received an unusual hand-painted Christmas Card this year from Jang Hun's teacher. It read "Jang Hun is kept well in your warm love. Thank you very much for your kind concern in helping him. Your kind sponsorship and love will brighten his future and will bring him joy and security. He is interested in writing and drawing and I will encourage him to be a fine young man. Hoping you will have a Blessed Christmas, we send you this card. We hope it will bring you pleasure." The Home advises that as soon as Jang Hun finishes his education and can make a life for himself, he will be released from the Home.

"The most pleasure I receive," Betty commented, "is knowing Jang Hun is happy and well cared for."

NAFEC Man Plays Santa To Servicemen Overseas

ATLANTIC CITY—For many serving in Vietnam, Santa Claus is NAFEC ground maintenance man Howard Warren.

During the past year, Warren, his wife, Judith, and their children have made up and sent out about 150 gift packages to servicemen and servicewomen serving in Vietnam. They also have sent numerous bundles of clothing and shoes to orphans in war-torn areas.

The family also collects and gives clothing to homes for the aged and to other needy people in the local area. For the Warrens, who live in Northfield, N. J., Christmas is a year-around spirit of giving.

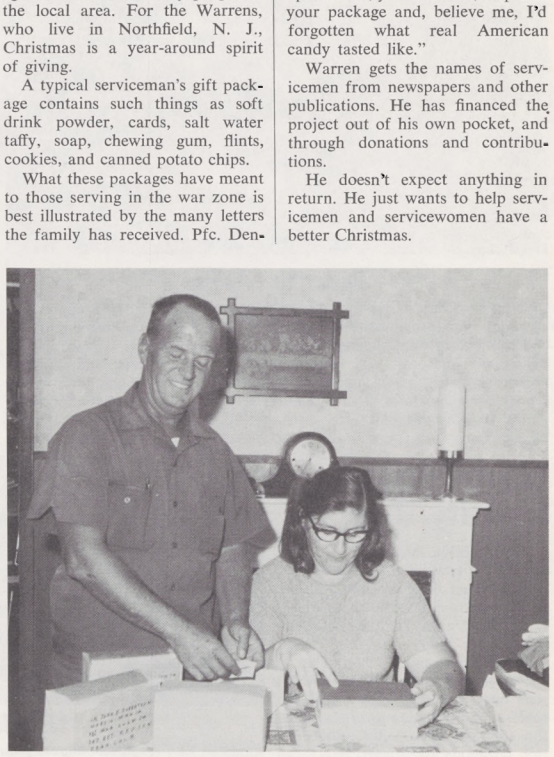
A typical serviceman's gift package contains such things as soft drink powder, cards, salt water taffy, soap, chewing gum, flints, cookies, and canned potato chips.

What these packages have meant to those serving in the war zone is best illustrated by the many letters the family has received. Pfc. Dennis Conway wrote: "Again I would like to thank you for the package and your thoughts. It is a good feeling to know that people back home remember. What you have done is the biggest morale builder there is."

Sgt. R. L. Madara wrote, "Words could never say what your thoughtfulness means to me. I must tell you, Mr. Warren, when I got the package it reminded me of Christmas when I was small and I'd wake up just to tear all the packages apart. Well, just like then, I opened your package and, believe me, I'd forgotten what real American candy tasted like."

Warren gets the names of servicemen from newspapers and other publications. He has financed the project out of his own pocket, and through donations and contributions.

He doesn't expect anything in return. He just wants to help servicemen and servicewomen have a better Christmas.



A 'Santa' for Military

Packages to gladden the hearts of servicemen and servicewomen far from home on Christmas day are prepared by Mr. and Mrs. Howard Warren in the living room of their Northfield, N. J. home. Warren is a NAFEC ground maintenance man.

Briefed for Vietnam

Lynn Jones (left), Chief, Asian Area Operations, recently briefed this group of employees before their departure for assignments in Vietnam. They are (left to right): Roby Platter, ATCS; electronics maintenance technicians Gerald Russell and James Jefferson; Harold Frederick, Chief, Civil Aviation Assistance Group, and air traffic control specialists Larry Skinner, Harold Hale, Richard Hawkins, Donald Schaefer and Larry Taylor.

Wives Host Needy

Highlight of the Christmas season at NAFEC is the Woman's Club's annual party for children of the Atlantic City Child Federation. This year's party catered to some 120 disadvantaged youngsters. Each was treated to lunch and presented a gift, more goodies to take home and several hours of entertainment. Management analyst Milton Smith (by microphone) led carol singing and Santa was played by Henry Reis-El Bara, Equal Opportunity Officer.

Awards Go to Technicians For Radar Service Record

OTIS AFB, Mass.—By achieving the highest availability record for an airport surveillance radar in the agency's air traffic system for calendar year 1967 airways facilities technicians here earned Special Service Awards.

The Otis RAPCON supports the vital, heavy military and civil air traffic in the skies over Cape Cod and New England's off-shore islands, an area subject to heavy coastal fog and poor visibility.

Supervised by Sector Chief Frank Hursh, technicians contributing to the exceptional record were Carl Audino, Ronald Davis, Manuel De Souza, Michael Grady, Paul La Prade, Sali Shaker, Daniel Silva, Sumner Small, Jr. and James Swainamer.

Awards were presented by William Cullinan, Jr., Manager of the Boston Area Office.

Windy City FSS

Ground breaking for the new Administration Building at Du Page County Airport in West Chicago, Ill., to house the Chicago Area FSS brought a host of FAAers to see constructon inaugurated by shovelers John Wubbolding (left), Assistant Chicago Area Manager; John Longton, Chief, Joliet FSS; L. E. Wenzel, Director of Aeronautics for the State of Illinois; and Bill Donahue, Du Page County Airport Manager. The new building will open next summer.

Many Nations Using Service Base

OKLAHOMA CITY — Because the Aeronautical Center's Aircraft Services Base (ASB) has the latest in technical equipment, skilled personnel and carefully-planned working areas, the world is literally beating a path to its door.

Among aircraft which have moved through base hangars and come out flying like new in recent months have been those flying the flags of Kenya, Somali, Turkey, Brazil, Chile, Mexico and Vietnam. There are many others.

George T. Harlow, chief of the maintenance and service operation which employes more than 700 men here, explains it this way: "There simply is no base in any of these countries that can do the job as efficiently and as expertly as it can be done here."

Harlow and his staff take pride in the fact that aircraft from all parts of the globe are flown in for major overhaul, repair, rehabilitation, certification, modification and flight tests.

"One foreign country was so impressed with what we had here they asked us to come over and service their planes. We had to explain that the planes had to be brought to the base rather than the other way around," Harlow said.

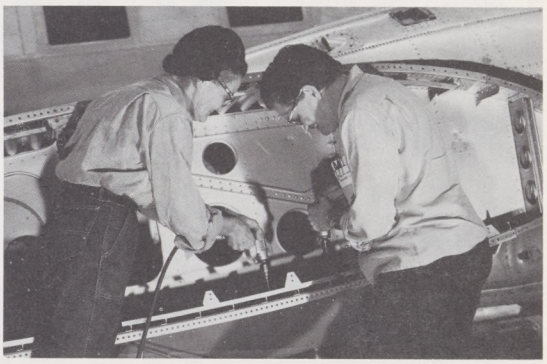
Increasingly, Harlow and his staff are being called on for guidance in setting up maintenance and service bases in other countries which hope they can ultimately be able to do their own work. Right now, however, except for some European nations, few are able to match the modern technology available at ASB.

Foreign governments are using the aircraft serviced here for a variety of programs, including flight inspection, communications, and in regular cargo and passenger schedules.

Generally, no language problem exists because in most instances a bilingual FAA employee is available to discuss the job in the language of the country owning the plane. Usually, crews who bring in the plane speak sufficient English to enable them to answer questions or discuss problems concerning the plane, which they fly regularly.

But work on foreign aircraft is neither the only nor the chief function of the base. In addition to its primary function of working on FAA aircraft, the base during the past two years completed eight projects on aircraft flown by other agencies, including the Forest Service and the Atomic Energy Commission. Work has also been done for the Army and the Coast Guard.

Out-of-agency users of the base cooperate by scheduling projects for time periods which impose the least interference on ASB's regular, assigned workload.



Work For Somali

A surplus U. S. Air Force C-47, destined for use in police work by the Somali Republic, is worked on by Ethel Slaughter (left), and Sarah Deakins, sheet-metal workers at the Aircraft Service Base.

Good Bargainers

As their award for obtaining a computer at a mere fraction of its original value, Bob Westcott (left), and Bob Conrad (right), receive Special Service Awards and checks for $450 each from William Cullinan, Boston Area Manager.

Sharp Employees Obtain Computer

BOSTON—Two guys who know a bargain when they see one are Bob Wescott of the Boston ARTC Center and Bob Conrad of the Boston Area Office.

Through their business acumen and contacts in the computer field, Westcott and Conrad were able to obtain a Univac File II computer recently for only $500. The computer is the same as the $240,000 model now working overtime at the Boston Center.

Purchased from a local business firm, the computer was shipped to the Boston Center in Nashua, N.H., to be used for spare parts and to increase the storage capacity of the facility computer by one-third. So far, the agency has saved about $50,000 by cannibalizing the bargain buy.

In recognition of their unusually perceptive shopping skills, Westcott and Conrad each received Special Service Awards, accompanied by $450 checks.

'Man Who Maintains 'em' Is Major Meet's Theme

OKLAHOMA CITY — More than 500 representatives of the aircraft industry convened here December 3-4-5 for FAA's fourth annual aircraft maintenance symposium.

Keyed to safety in air travel, this year's program featured "The Man in the Maintenance Reliability System" and included discussion of advanced design and construction techniques and of the man who performs the task of keeping today's aircraft operating safely and efficiently.

The symposium annually attracts a number of representatives from Europe and the Orient as well as officials of aircraft engineering, training and management companies from throughout the United States. All major airlines of the world were represented.

Among FAA officials on hand were Harry A. Turnpaugh, Chief of Maintenance Division; Sam J. Corso, Chief of the General Aviation Branch; W. Lloyd Lane, Director of FAA Aeronautical Center; and Robert Burbick, Chief, Regulations and Directives Branch.

A highlight of the symposium was the appearance of Dr. Carl Winters, lecture staff consultant with General Motors Corporation, Oak Park, Ill., who spoke at the concluding day banquet.

An added attraction of the sessions was some 30 exhibits sponsored by manufacturers of aircraft components and other products.

Topics of discussion included advanced concepts of power plant maintenance, the role of the engineer in maintenance and reliability, automated testing, avionics reliability and problems of field maintenance.

L.A. Employees Give Card Money To Help Blind

LOS ANGELES — Instead of sending Christmas cards to each other, a number of Western Region employees have decided to donate the money to the Foundation for the Junior Blind.

The purely voluntary program was suggested during a recent staff meeting and was enthusiastically received.

The Foundation, supported entirly by donations, offers its facilities to blind persons between the ages of 6 and 21 without charging a fee of any kind.

Currently, it serves some 800 blind youngsters.

If it looks familiar, this modern version of the Ford Trimotor of the Roaring Twenties is a chip off the old block now being built for the Soaring Sixties. Its economical operation and short field capability, plus reliable 400 h.p. engines, make it useful today for flying in underdeveloped countries.

CERTIFICATED BY FAA

Pioneer Plane Is Reborn

By Theodore Maher

The old Ford Trimotor, one of the great pioneer airliners, has been reborn in the "Bushmaster 2000" recently type certificated by the Western Region.

Certification followed flight tests in which the late Bill Bridgeman, the second man to fly faster than the speed of sound, flew as the company test pilot while the FAA Project Officer was Al Strickfaden. Jim Bugbee served as the FAA engineering test pilot.

Robert Stanton, Chief of the Aircraft Engineering Division, signed the Type Certificate to signal rebirth of the famed "Tin Goose," the last of which was licensed on June 15, 1933.

Of the 196 Trimotors built between 1927 and 1933, 30 are reported to be still flying. The aircraft's short field capabilities, simple construction and three-engine reliability are qualities just as desirable today as they were in the 30s.

Improved Features

According to the manufacturer, Aircraft Hydro-Forming Inc., the new plane inherits all the best features of the original and benefits from improvements made possible by modern engineering and fabrication techniques. Lighter, stronger aluminum skin is employed, but advantages inherent in the distinctive corrugated sides have not been forsaken.

Significant improvements in the "Bushmaster" include a larger, more efficient vertical tail which improves engine-out control; redesigned cowling for better engine temperature control; rudder, elevator and aileron fitted trim tabs for improved flying characteristics; and interchangeable rudder and elevator surfaces which contribute to economical operation.

The new plane will cruise at 140 miles an hour for more than 700 miles and will consume just 20 gallons of 80/87 octane fuel per hour in each of the three 450 hp Pratt and Whitney R985 14B engines, which will swing full-feathering propellers.

The plane can take off, fly and land comfortably on any two engines.

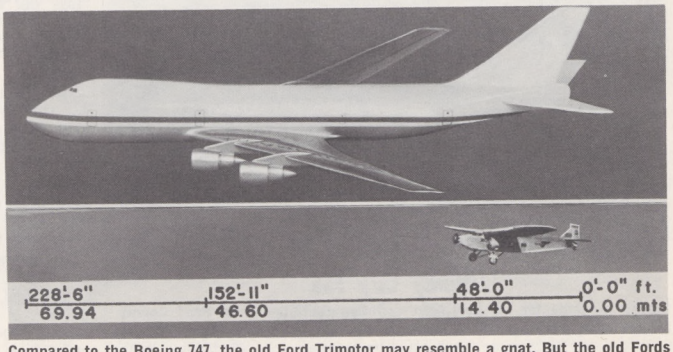
Wingspan Identical

Both the old and new planes have a wing span of 77 feet, 10 inches. The Ford 5 AT-C version is 50 feet 3 inches long and 12 feet high. The "Bushmaster" is nine inches shorter and 21 inches higher. Essentially, the planes look alike and work alike.

The new plane is not being built for sentimental reasons, but as a commercial venture. The new 2000 version is expected to cost about $175,000 stripped. The 5-AT-C version plant cost was $42,000; however, a second hand model sold for as little as $5,000 in the depression-plagued late '30s. Currently an older 4 AT model built in 1928 is for sale—and expected to sell—for $90,000.

The FAA-certificated aircraft is now on the assembly lines, according to a company spokesman, and the first production model will roll out of the plant by late next summer, signaling a new era for an old plane.

Robert H. Stanton, Chief, Aircraft Engineering Division, Western Region, signs the Type Certificate for the "Bushmaster" airplane—so called because of its remarkable small field characteristics, safety, economy and bush capability. Its forerunner was the old Ford Trimotor, an early pioneer in the field of commercial aviation. Looking on are Carl Nelson, Project Engineer and Ralph Williams, president of Aircraft Hydro-Forming, Inc.



Compared to the Boeing 747, the old Ford Trimotor may resemble a gnat. But the old Fords are still delivering the goods. They fly in where Superjets fear to go. Actually the "Bushmaster," a new version of the Trimotor, can take off when empty in less than the 228-foot length of the Boeing.

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 PT-1, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D. C., 20590. Ground Rules: • All questions must be signed. • This column should not be used to supplant formal grievance and appeals procedures. • Questions should concern personnel and training policies, programs and procedures, not operational or technical matters. What's your question?

I have three questions concerning travel, shipment of household effects and real estate expenses:

Question: Must a traveler utilize "family fare" as a comparison rate for constructive cost when traveling via auto on PL 737 leave?

Answer: No. Agency regulations (paragraph 704C(2)(a), MS P 1510.1) provide that constructive cost will be computed as follows: "Where there is scheduled air service to the point of destination, use cost of coach (tourist or economy) accommodations if provided by the carrier."

Question: When transferring to the Alaskan Region, an employee received a form which stated that more than one shipment of household effects could be made provided they did not exceed cost of one shipment at maximum weight. Three small shipments were made and now the employee has been informed that he must pay for the second two. Is this correct?

Answer: Agency regulations do not limit the number of separate shipments which may be made. However, the cost of the separate shipments may not exceed the cost of a shipment in one lot directly to the new duty station, including the cost of temporary storage if involved. Check this point again with your accounting office.

Question: If an employee places his home for sale when bidding on an overseas assignment and the house is sold a few days prior to receiving the offer, can he still collect the real estate expenses?

Answer: By law, if the assignment is to a foreign area overseas, no reimbursement can be made for real estate costs. Allowances for real estate expenses may be granted only when both the old and the new official duty stations are located within the 50 States, the District of Columbia, the territories and possessions of the United States, the Commonwealth of Puerto Rico, or the Canal Zone. In those cases, the following applies: if at the time the house was sold, the employee had information he would be transferred and the sale was made because of the information received, and actual transfer was officially ordered shortly thereafter, he would be entitled to reimbursement of real estate expenses incident to the sale of his residence. On the other hand, if an employee sold his residence on the anticipation of a transfer based upon his bidding for a position, without being advised that he was being transferred, he would not be entitled to reimbursement of real estate expenses.

Question: On May 10, 1967, *Intercom* stated, "Employees on standby will be paid for such duty." On May 12, 1967, Western Region Notice WE N 1000.22 stated that the above was Regional policy. Does this mean that those of us who have standby duty will be paid retroactively for standby duty since May 12, 1967, if and when the new legislative authority is obtained?

Answer: We believe that you are confusing standby duty with telephone availability. Standby pay compensates an employee when he is not actively engaged in the performance of his assigned duty but is on a scheduled standby status in case his services are needed. He must remain at his duty station—either at his worksite or quarters (if designated his duty station)—and he must be immediately available for work. He may not leave his duty station, arrange for others to respond to calls, or leave a phone number where he can be reached. Telephone availability status permits the employee to leave the site or quarters and to leave a telephone number so that he can be reached if his services are needed. The agency does not have authority to pay for telephone availability and even if it were obtained, it would not be retroactive. For more information on your specific question, consult your supervisor.

Question: Why are FAA Flight Inspection Groups stationed in foreign countries included under 6 FAM 153.3 which reduces per diem to $6.00 for flights over six hours?

Answer: In accordance with the Federal Aviation Act of 1958, the FAA elected to have its employees who are stationed in foreign countries receive the full range of allowances and benefits authorized for Foreign Service employees. This included the same travel allowances paid to Foreign Service employees. In August 1967, the Foreign Service Travel Regulations were amended to provide that when a trip between two foreign duty points requires more than six hours enroute travel, the travel time will be paid at a rate of $6.00 per day. This change was recommended by the General Accounting Office and now makes the Foreign Service Travel Regulations comparable to Standardized Government Travel Regulations.

Question: Order 3410.10, Cooperative Engineer Development Program, states that at completion of the program, an employee should have at least ten years of service remaining before eligibility for retirement. Is this a statutory ruling or one imposed by FAA?

Answer: This is neither statutory nor mandatory. It serves only as a guide for selecting candidates for this program.

Needy Get Boost From Employees In Salt Lake City

SALT LAKE CITY—To Area Office employees here, the joy of Christmas is in the joy of giving to the less fortunate.

Last year, the Area Office provided a Merry Christmas to four needy families having a total of 23 children. A Christmas tree, toys, food, clothing and a sense of sharing were furnished the needy. Last year's Christmas Fund was so bountiful that money was available to purchase food supplies to last several weeks for two of the more needy families. This was purchased and delivered after New Year's. One employee, noting a family's bare living room, contributed an attractive living room set.

This year, a similar effort is being made to put real meaning into the Christmas spirit by tangible service—and gifts—to others.

A Time For Giving

Finishing touches on gifts to the needy are completed by Fergus Thompson of the Salt Lake City Area's Christmas Charity Drive Committee. This is just a small segment of what is given each year. When this photo was taken, contributions and gifts were pouring in at an increasing rate.

Gift

(Continued from Page 1)

tors and nurses. And because he was determined to spend Christmas at home, the hospital did everything possible to make his wish come true.

And it did—Doug is home for Christmas. For the next few weeks—until he must return to Seattle in January for further treatment—his dreary hospital routine will be replaced by the loving ministrations of parents, grandparents and four younger sisters.

With the bright joys of Christmas shining through in so many ways, Doug's parents try not to think of the dark days following Doug's accident, when he was given no more than a 50-50 chance to survive.

All that matters now is that Doug is home, even if for just a while. And this Christmas, the Keils are ever so thankful for the most precious gift of all—the gift of life.

Christmas Contribution

Watch Supervisor Charles May (right), Hill RAPCON, Ogden, Utah, presents check representing RAPCON donations to Salvation Army official. The donation is used by the Salvation Army to assist the needy in the Ogden area.

Dulles Progress, Future Discussed at Big Fly-in

WASHINGTON—A successful fly-in of 250 newsmen, civic and business leaders from throughout the State of Virginia was held at Dulles International Airport recently. Sponsors were the Dulles International Airport Development Commission and the Virginia State Chamber of Commerce, who wished to acquaint the group with the facilities and future development of the airport.

Arven Saunders, Director of the Bureau of National Capital Airports, spoke to the gathering and answered questions from reporters and state leaders.

Saunders said Dulles is expected to handle 1.8 million passengers in 1968. He said international flights are up 30 to 40 per cent per month over the previous year. He also stated that the Marriott Corporation will begin construction of an airport hotel in approximately two weeks and that private groups have expressed interest in developing office buildings and an additional air cargo facility on the airport.

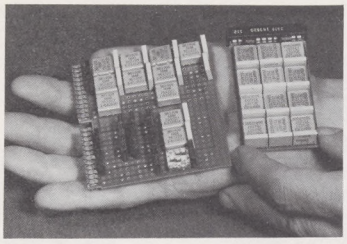
Saunders also pointed out that transportation to the airport has been expanded by the introduction of STOL aircraft service and the Civil Aeronautics Board's recent decision to allow shuttle helicopter service linking Dulles to Washington National and Friendship. A five-year contract with Greyhound for improved bus and limousine ground service to and from Dulles will begin January 1, 1969, with bus service available at 20 minute intervals to downtown Washington.

State Senator Robert C. Fitzgerald, Chairman of the Commission, who welcomed visitors, said one of the airport's problems is that "schedules have to come first. People will come if the service is here."

Congressman-elect W. C. (Dan) Daniel, Vice-chairman of the Commission, and R. Dan Mahaney, Manager of Dulles, were introduced at the luncheon. Mahaney briefed guests on mobile lounge tours of the airfield, and showed the film "Dulles International—Port of the Future."

'Tis the Season

The spirit of giving is all around us this time of year. How many secretaries arrive at work to find a box of orchids or other tropical flowers waiting for them? That's exactly what happened recently to the gals in Information Services when George Miyachi, Pacific Region Public Affairs Officer, showed up for a Headquarters meeting bearing gifts of flowers for all the ladies. He picked them in his back yard in Honolulu and kept them fresh by placing each stem in a tiny toy balloon filled with water. The lucky girls are: Kneeling in front, Nancy Koplinka (left) and Carol Anderson. Seated (left to right), Louise Schermerhorn, Donna Johnstone, Patricia Myers and Carolyn Clark.



Big Savings In the Cards

By Cliff Cernick

Keen FAA minds are ferreting out the intricacies of a whole family of immensely complex transistorized cards and by so doing may help the agency save a bundle.

Though the cards would confound a layman, they readily yielded their "secrets" to a group of FAA technicians who made a special study of them recently.

Known to technicians as circuit boards, the cards are used in virtually every aspect of FAA's far-flung operations. Sixty thousand of them make up the "brain" of the computer in each ARTCC. More than 100,000 of the circuit boards are utilized for all purposes in each center, with some estimates running as high as 200,000. The boards constitute the indispensable metallic nerve system of the agency's air navigational aids, voice recorders, amplifiers, digitizers and the whole conglomeration of communications hardware without which the system could not function.

Circuit boards comprise a maze of infinitesimally tiny copper filaments "printed" on a slender fiberglas mounting and studded with small cubes in which are compressed microscopic layers of circuitry. No larger than a man's hand, circuit boards match in complexity and circuitry the interior of a color television set.

Cost of a board can run as high as $4,000, but they average about $180 each.

Boards Now Repairable

Right now, when anything goes wrong with any part of a circuit board it has to be tossed away. Obviously, if the boards can be repaired rather than discarded, the agency can realize substantial savings. A full-scale effort in this direction is being spearheaded by Jack Farrance of the Data Systems Branch, Systems Maintenance Service.

"When you junk a $4,000 circuit board because a $150 component goes haywire, you're doing business in a very expensive way," Farrance said. "We believe we can prevent that $4,000 from going down the drain by repairing the board at a cost of perhaps $50 to $100 of an employee's time."

The real trick, Farrance points out, is to be able to replace one of the board's cube-like components without damaging the board itself.

An agency-wide program of repairing rather than throwing away circuit boards could ultimately bring annual savings amounting to more than a million dollars, it has been estimated. At least $30,000 a year could be saved at one center alone.

Five Day Course Given

As a first step toward realizing such economies, ten experienced FAA electronics technicians recently attended a five-day "cram course" on circuit board repair. Instructors at Pace, Inc., Silver Spring, Md., provided a full understanding of how the boards are manufactured by various firms and outlined details on special tools and precise techniques required to repair the boards. Ultimately, such courses may be conducted at the FAA Academy.

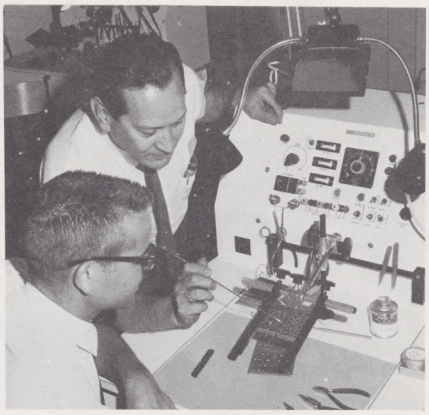
Following the course, the skills learned and the highly-specialized equipment required for repairing circuit boards were transferred to the-on-the-job environment at major centers and other facilities. Here, for the first time, trained FAA technicians are repairing circuit boards in a program which will be evaluated over a six-month period. After March 1, a decision will be made concerning the future scope of the program. But, as Farrance says, "Right now, it looks good."

A master circuit board repair console has been installed at the Aeronautical Center Depot. Seven portable repair units have been assigned to sites where newly-trained technicians are located.

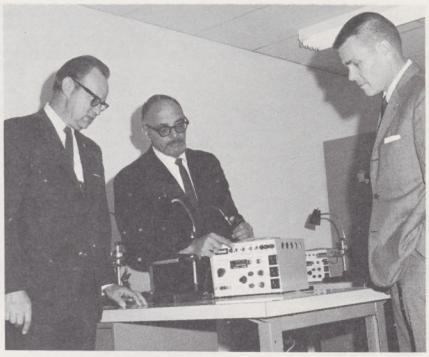
Still lacking, but obtainable, said Farrance, is special test equipment which can be used to assure that repair work on the boards has been properly performed.

Under consideration is a plan for special certification of FAA technicians whose duties will include repair of the units.

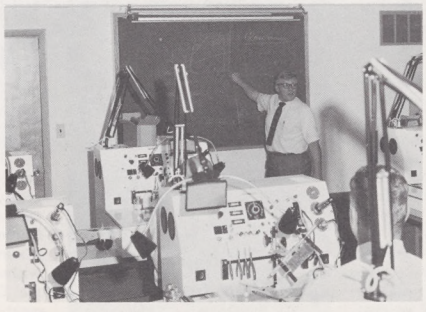
The ten electronics technicians who took part in the recent special course at Silver Spring and the facilities to which they are assigned are: Ron Dean and William Shackelford, FAA Depot; Irvin England, the FAA Academy; George Turner, Los Angeles ARTC Center; Wade Bright, Jacksonville ARTC Center; Keith Masoner, Atlanta ARTC Center; Len Michalski, New York Common IFR Room; Fred Doll, Cleveland ARTC Center; Donald Rowe, Chicago ARTC Center and Billy Endsley, Fort Worth ARTC Center.



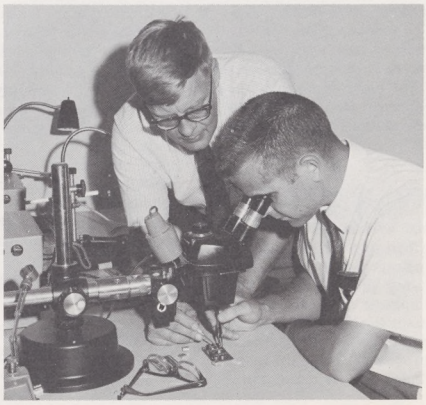
Fine points in use of the Master Repair Console, now installed at the FAA Depot, are explained by Hal Christian, Pace, Inc. instructor, to Wade Bright, FAA electronics technician. Powerful microscope at top of photo is used in the tremendously delicate repair operation and has a unique non-distortion feature.



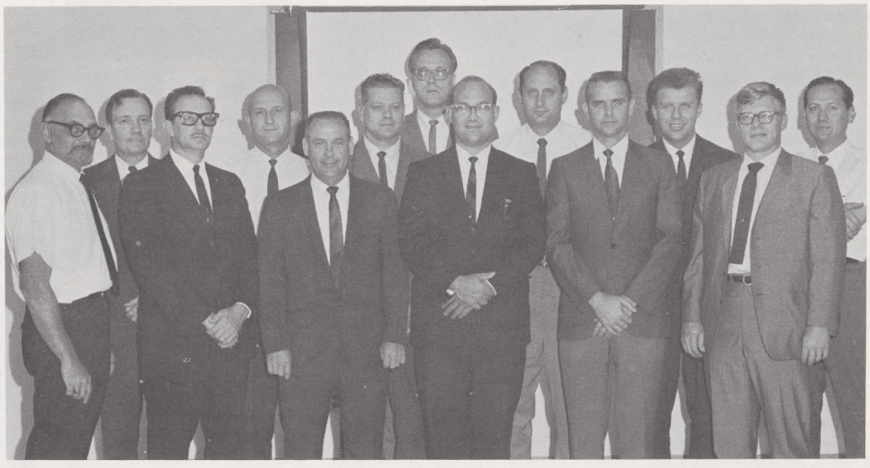
Extremely sensitive repair equipment used in repair of transistorized circuit boards is demonstrated by William Siegel (center), of Pace, Inc., to Jack Farrance, Systems Maintenance Service study coordinator, and William Davis of the Logistics Service.



Long-range impact on the agency's systems maintenance program could result from laboratory and study program in which ten electronics technicians recently participated. A member of the training staff is shown illustrating a point during the "cram course."



Microscope technique required for repair of circuit boards is explained to Southern Region electronics technician Wade Bright by Linus Wallgren (standing), an instructor.



Ten FAA technicians who attended the five-day laboratory and study program on printed circuit board repair at the Pace Training Center, Silver Spring, Md., are now qualified in the most advanced techniques of repairing the boards. They are, left to right: Bill Siegel, Pace, Inc., and FAA ETs Ron Dean, George Turner, Fred Doll, Wade Bright, with Linus Wallgren, instructor. (Second row): FAA Technicians Irvin England, William Shackelford, Keith Masoner, Billy Endsley, Len Michalski, Donald Rowe and Pace's Hal Christian, instructor.