



### Helped Save Boy's Life

Luke B. Tant, FSS specialist at Anniston, Ala., did instantaneous mental survey of specialized aircraft available in his area to obtain the one plane needed to save a little boy's life following a severe burn accident.

## Quick Airlift Arranged For Victim of Accident

By Gerrie Cook

ANNISTON, Ala.—On his 14th birthday, Danny Hillis was helping his dad install a TV antenna on the roof of their home.

Suddenly, he slipped. Helplessly, he plunged into a high-tension power line. There was a searing blue flash, then Danny was lying on the ground in a coma, severely burned over 80 per cent of his body.

The doctor held out little hope for the youngster, except for one slim chance. If Danny could be rushed immediately to the Shrine hospital for burn treatment in Cincinnati, the doctor said, perhaps his life could be saved.

Luke Tant, FSS specialist here, learned of the emergency through a call from Richard Byrd, a local Shriner, who hoped the FAA might help obtain a plane to get Danny to Cincinnati.

The plane had to be large enough to hold a hospital bed, emergency hospital equipment and medical personnel who, under the circumstances, could not leave the boy's side.

Anniston is not a large community and large aircraft of the type required generally are not available here.

#### Locates Plane

However, as a pilot and long-time resident, Tant knew of two aircraft in the vicinity that could do the job and might be available. Unfortunately, one of them, he learned, was already engaged in another emergency airlift. Tant knew the other, a military aircraft, was based at the Army Depot. He made a quick call to the Depot's chief pilot, Jack Bloom, who arranged for immediate diversion of the plane for the mercy mission.

Only two hours elapsed between the time Tant received the appeal for help and the time the Army Depot's DC-3 was Cincinnati-bound

with Danny Hillis, a doctor and a nurse aboard.

Though Danny must remain in the intensive burn care unit for at least six months and undergo extensive skin grafts, his life is now definitely out of danger.

"Tant's immediate grasp of the emergency situation, his knowledge of aircraft availability and his swift action in obtaining the only plane available undoubtedly helped save the badly-burned youngster's life," said James Ray, FSS Chief.

Tant has been with the agency for 20 years. An Air Force veteran, he served as a radioman and crew chief aboard a KC-97.



### Whatzis?

Transportation Secretary Alan Boyd holds up driftwood sculpture presented to him by Stanley Ho, FAA police chief on Wake, on behalf of FAA employees of Wake Island. The presentation followed Secretary Boyd's speech at the annual convention of police chiefs held at the Ilika Hotel in Honolulu.

## Regions Review '68 Achievements

By Thom Hook

WASHINGTON—The year just past was filled with challenge as well as achievement for the various agency regions and centers. Interviewed at Headquarters during a Yuletide visit, Western Region Director Arvin Basnight discussed 1968 achievements with *Horizons*. Other areas sent in or called in what they felt were their important programs for the record.

According to Basnight, Western has worked out a "new concept of air space utilization in high density areas." This amounts to stratifying the air space to accommodate today's and tomorrow's family of air vehicles. The plan incorporates building STOL airports.

Roll-out and scheduled January first flight of the Boeing 747 was another region accomplishment in the west. Basnight also pointed with pride to crash locator beacon testing, which is selling general aviation pilots on using such devices, and to "Operation Rain Check," an orientation program for general aviation pilots so they are more at home with today's air traffic system.

In the Southern Region, superlatives reigned. The world's largest airplane, the C-5A "Galaxy," was flown and type certification was under way; the world's largest airport was being carved out of the Everglades near Miami; the first semi-automated NAS enroute Stage A became partially operational at the Jacksonville ARTCC; and the first general aviation Systemsworthiness Analysis Program (SWAP) was tested.

Eighteen hijacked aircraft passed through air traffic control in the southeastern states, but planes and passengers all were returned safely to Miami. In the Southwest, groundbreaking took place on an 18,400 acre Dallas-Fort Worth airport, while Houston worked on plans to open its Intercontinental Airport early this year. The region's air traffic review

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## Writer Blinded in Sky; FAAer Helps in Rescue

SALT LAKE CITY—For a suddenly-blinded pilot, the voice on the radio meant hope, then life. The voice assuring him that contact had been established was that of Dave Lawton, on local control for SLC Tower.

On the radio, Keith Burris, a staff writer for *The Deseret News* in Salt Lake City, pilot of "Bonanza, 813 Romeo" explained he had glare blindness, and was carrying two passengers, neither of whom were pilots. He said they could merely tell him when he wasn't flying level.

The pilot's voice was business-like, but it wasn't difficult for Lawton to imagine his anxiety. Then another voice, also calm, broke in.

Lloyd Pack, a local pilot, flying a Cessna 172, had heard the distress call. He told the tower he was in the vicinity of the sightless pilot and would try to help.

Lawton switched the Cessna to the arrival radar frequency. At the surveillance scope in the radar room just below the cab, Preston Hunt established radio contact with Pack. Radar contact had already been established with the "blinded" pilot.

Pack, a flight school operator thoroughly familiar with the flight characteristics of the "Bonanza," became the eyes for the stricken

pilot. With radio and radar contact established, Pack and the FAA controllers were able to lead the plane in for a safe landing.

Burris and his passengers, fellow employees at *The Deseret News*, had been at the Bonneville salt flats, and some 25 miles west made by a race driver. Since it was overcast when they left the Salt Lake City area, Burris failed to take sun glasses with him.

On the return trip, however, the sun was still shining brightly on the salt flats, and some 25 miles west of the airport Burris suddenly became blind.

"There was a sharp flash of light," he said, "and I started to have a hard time seeing. I rubbed my eyes, trying to get things back in focus, but when I raised my head again, I couldn't see anything."

Knowing his passengers couldn't take over for him, Burris called the nearest FAA facility.

After the safe landing Burris said, "I knew he was an experienced pilot and would be able to assist." He added that the training he had received while working for his FAA instrument rating made the situation easier to accept.

"I don't think I could have made a prettier landing with my eyes wide open," he added.

## Simulator Helps Cut Plane 'Mid-Airs'

By Frank Clifford

ATLANTIC CITY—An ordinary 35mm slide projector mounted above the cabin of a light plane flight simulator is effective in teaching pilots to improve their ability to spot other aircraft in flight.

This conclusion was reached after a series of tests at NAFEC. The tests also demonstrated that total pilot flight time is not a reliable yardstick to measure an individual's effectiveness in visual sighting of other aircraft.

In the tests, a projector flashed head-on photographic images of a series of 40 airplane silhouettes on a partial spherical screen ten feet from the pilot. Silhouettes varied in size to simulate different distances of airplanes on collision courses.

The projector was free to move through 360 degrees, giving a realistic illusion of aircraft approaching from different angles, just as they would under actual flight conditions. An automatic timer attached to the projector gave pilots from one to 60 seconds to locate

aircraft on a collision course.

During mock cross-country "flights," pilots were required to fly the simulator, refer to flight instruments, perform normal naviga-

tion tasks, use the radio and at the same time, keep a lookout for other aircraft. To make sure pilots were keeping up cockpit duties and not

(Continued on Page 7)



### A Near-Miss, Or...

To the pilot in his simulated cockpit, projection of an approaching aircraft on screen near simulator is unusually realistic. Tests at NAFEC using the simulator and screen point way to new method of teaching pilots to improve their ability to spot other aircraft in flight.

The Hon. C. R. Smith, Secretary of Commerce, gets help with an extra pair of scissors to cut the ribbon in formal dedication of the new terminal-administration building at Meacham Field, Tex. The young lady is Dorothy Lou Perkins, the present Miss Fort Worth.



Two present and two retired FAA officials attend the Meacham Field Tower and FAA facilities dedication. Archie W. League (second from left), Assistant Administrator for Appraisal, and Henry L. Newman (right), present Southwest Region Director, shared the history of the Fort Worth regional office with L. C. Elliott (left), long-time manager of the old Region II (later SW). J. M. Beardslee (with pipe), retired Central Region Director, now works in Fort Worth with the city's aviation department.



Visitors are given bus transportation across the runway to have a closer look at the new tower at Meacham Field. Visitors inspected the facilities throughout the day.

## Dedicate Four FAA Facilities . . .

# Meacham Goes Modern

By George Burlage

FORT WORTH—It's unusual when four different FAA facilities and offices move into new quarters at the same time. It happened recently at famed Meacham Field, and attracted a number of agency old timers who reminisced on how aviation used to be, prophesied a rosy future of growth and formally dedicated a new terminal-administration building and tower.

Southwest Region Director Henry L. Newman rededicated the four FAA activities on the field. The GADO, Airway Facilities Sector and FSS officially were moved into quarters in the new terminal-administration building. A formal nod also was given the new tower, which actually had been commissioned earlier this year.

Joining Newman for the occasion were two former Southwest Region Directors: Archie W. League, now Assistant Administrator for Appraisal, and L. C. Elliott, retired. J. M. Beardslee, former Director of the Central Region and now with the Fort Worth aviation director's office, also was present.

Principal speaker was C. R. Smith, Secretary of Commerce and former pioneer pilot for the firm which started in 1926 at Meacham as the Texas Air Transport Service, now American Airlines. Several of Smith's contemporaries were with him on the platform.

### Aircraft on Display

Airplanes of all ages—ranging from a German fighter and a Nieuport from World War I to a Boeing 737—were on display. Open house was held at all FAA offices.

Established in 1929, the flight service station is one of Meacham's oldest, continuous activities. In fiscal year 1968 the station had 203,898 flight services to rank it 38th among the FAA's stations and combined station-towers. The station provides the primary back-up function in the event that the primary communications interchange center at Kansas City fails.

Like the FSS, the General Aviation District Office has grown with the expansion of aviation at Meacham Field. Inspectors today cover a large area of North Central Texas and, on an annual basis, issue more than 3,000 airman certificates and ratings, 2,000 flight and other practical tests, 3,500 written examinations, and the surveillance of 13,000 certificate holders.

### Control Tower is Busy

The control tower is one of the busiest VFR facilities in the country. It has been manned by FAA controllers for the past 26 years. The Airway Facilities Sector (HUB) technicians cover a wide area to maintain numerous types of navigational aids and equipment.

The FAA and its predecessors have been at Meacham Field almost since the field was commissioned as a commercial airport in 1926. Located a short distance from the airport, the Southwest Region offices have become identified with the airport over the past 40 years. Today the flight inspection aircraft are hangared at the field and the secondary aircraft maintenance base is operated there, adding to the many activities at this busy airport.



Supervisors and chiefs of the four FAA offices at Meacham Field gather at the dedication ceremony (from left to right): W. H. Burkeholder, FSS; Edwin Williams, Tower; Ray K. Beckelman, GADO; and J. T. Porter, AFS (HUB).



The FAA insignia becomes many things for Allen and Linda Payne as their father, Donald A. Payne, shows them around the open house at Meacham Field. Payne is the Administrative Officer in Flight Standards Division.



Archie W. League, former Southwest Region Director, had much to talk about when he met an old friend, U. S. Rep. Jim Wright of Fort Worth. The two had worked closely on Fort Worth aviation interests.

# Ingenious Technicians Save Agency \$20,000

ATLANTA—Ingenuity and determination on the part of the entire complement of Airway Facilities technicians at Atlanta Tower recently saved FAA more than \$20,000.

The timing track on the newly-acquired alphanumeric generator, a vital part of the Advance Radar Traffic Control System equipments at Atlanta Tower, was inadvertently erased. A quick check with the manufacturer disclosed that the replacement cost was prohibitive and would involve a two-month delay.

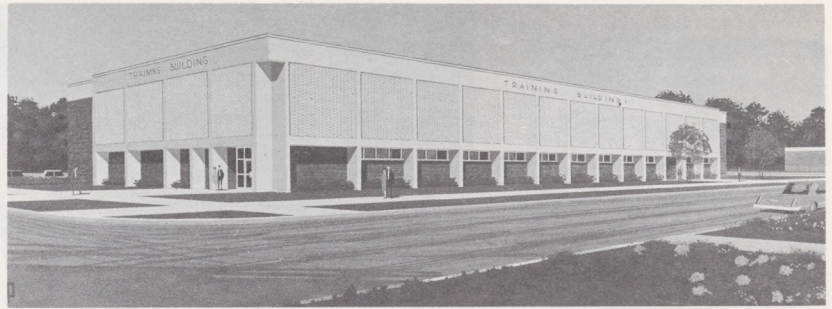
Experts said it couldn't be fixed—but the ARTS technicians put their heads together and said it could, and undertook the job them-

selves. Two days later, the timing track was repaired at an insignificant cost to the agency.

According to Monroe Harrison, Airway Facilities Sector Chief, no one man did the job; it was a team effort on the part of the entire sector force.

Technicians taking part in the project were Charles Bauman, Charles Coburn, Horace Anglin, W. A. Rountree, Gerald Spikes, Walter Ferguson, Roger Blythe, Franklin Thompson, all under the supervision of Thomas Weathers, Unit Supervisor.

Also assisting were James Green and Rafe Williams of the Jacksonville Sector.



## New Training Building

Artist's sketch shows Aeronautical Center's new Systems Training Building as it will look upon completion, scheduled for next September. The \$42 million structure will have two stories and a basement and will be used for air traffic and flight standards training programs. The latest in computers and simulators will be housed in the building.

# 'Confabs' Earn FSS Man Service Award

PENSACOLA, Fla. — Cecil S. Jones, Watch Supervisor at the local FSS, has received the Aircraft Owners and Pilots Association (AOPA) Award for Outstanding Service to General Aviation.

Jones' leadership in conceiving, implementing and sustaining on his own initiative a continuing program of outstanding pilot safety meetings prompted the award.

The citation, presented by Acting Administrator D. D. Thomas to Jones at the organization's annual national convention at Las Vegas, recognized his service to the aviation community. Jones conceived the idea for periodic informal "confabs" with pilots and others interested in aviation to promote better understanding and to seek mutually satisfactory solutions to aviation problems.

His first FAA-Pilot Confab was held in March 1965, with about 50 pilots attending. It was so successful that a "confab" has been held regularly each month since that time. Forty-five consecutive meetings have been conducted, with Jones emceeding 41 of them. Average attendance is 75 per session. Peak attendance of more than 200 was reached in 1967.

The ingenuity and creativity of Jones' programs have drawn and held the interest of all classes of pilots as well as a large cross-section of the aviation industry. His scheduled two-hour programs sparked so much interest and audience participation that he has often had to call time on the question-and-answer sessions of meetings.

Guest speakers have been top-

level military representatives, physicians, weather specialists, aircraft manufacturing experts, air traffic control specialists and others.

### Safety Films Shown

Aviation safety films from the libraries of FAA, ATA, AOPA, ESSA, Navy Air Force and industry have been shown. Topics covering every conceivable field of aviation, presented by experts, have been a main drawing card.

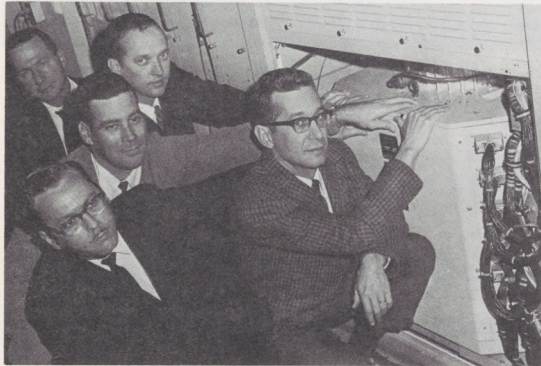
According to Jones' chief, James McGee, success of these "confabs" has far exceeded expectations.

The meetings have been commended by both general aviation and air carrier pilots, military base commanders, fixed-base operators and airport sponsors.

A native of Brewton, Ala., Jones studied aeronautical engineering at the University of Alabama, and holds a BS degree in aeronautical administration from Auburn University.

A former Navy pilot, he joined the FAA in 1958. He holds a commercial pilot's certificate with single and multi-engine land and instrument ratings, is a rated flight instructor, both airplane and instrument, and has logged more than 4,000 hours of flying time.

Besides working as Watch Supervisor in the FSS and conducting "Pilots Confabs," Jones is also active in church and local civic affairs and a member of the Aviation Committee of the Greater Pensacola Area Chamber of Commerce.



## Impossible Job?

"No," said these technicians who "had a hand" in repairing the alphanumeric generator serving the Advance Radar Traffic Control System (ARTS) at Atlanta Tower after experts said it couldn't be done—saving FAA more than \$20,000. Pictured are some team members who worked on the project (left to right) first row: Charles Coburn, Charles Bauman; second row, W. A. Rountree, Horace Anglin and (left rear), Thomas Weathers, Unit Supervisor. Technicians not pictured who assisted are Gerald Spikes, Walter Ferguson, Roger Blythe and Franklin Thompson.

# Teamwork Saves Pilot

HONOLULU — Flying a small single-passenger plane, John Richardson took off from Honolulu International Airport on what he thought would be a routine 100-mile overwater flight to Lihue Airport on the island of Kauai.

Without being aware of it, however, the trade winds were blowing him off course with nothing but open sea between him and Tokyo, 3,800 miles away.

With only an hour and a half of fuel remaining, Richardson realized his predicament and radioed Lihue FSS for help. For some reason, the FSS did not hear his call. Desperate, Richardson switched frequencies.

In the TRACON room at the Honolulu Tower, Crew Chief John Olson, working departure control, heard the barely-audible distress signal. Quickly, he cleared all traffic off that frequency.

Olson instructed Richardson to fly a new heading and climb, if possible, to improve radio contact. Lihue IFSS, part of the island-wide DF net, began working a direction finding (DF) fix on the plane.

Olson alerted an Air Force C-130 and a Coast Guard C-130 on training flights within the Honolulu terminal area. They assumed search immediately.

DF readings from Lihue FSS and both rescue planes pinpointed the lost plane, and one of the rescue planes escorted it to Lihue Airport. The pilot landed safely with

only 30 minutes' fuel remaining.

Robert O'Hara, Honolulu Tower Chief, praised controllers in the TRACON, Lihue FSS and crews of the search planes for their rescue work. "Superb teamwork among personnel of the FAA, Air Force and Coast Guard was instrumental in averting a possible tragedy," O'Hara said.



## Retirement His Target

At his retirement party, Adrian Batson (seated) shows off farewell gift, a .44 Magnum target revolver, to Harry Connors (left), of the Boston Area Office. Fellow employees of the Millinocket, Me., FSS looking on are (from left): Jack Ledger, Wesley Beane and David Smith. Batson, who called it a career after 38 years of service, is an ardent sportsman and expects to hunt in Maine.



## Helped General Aviation

Acting Administrator Thomas (center) presents AOPA's 1968 Award for Outstanding Service to General Aviation to Cecil Jones at AOPA's 13th Annual Plantation Party and Industry Exhibit in Las Vegas. J. B. (Doc) Hartranft, Jr. (right), president of AOPA, holds a framed copy of the citation presented to the Pensacola air traffic control specialist. (Photo by Allen Photographers, Inc.)





Mrs. Marilu Rosa cooks up tomato sauce for a favorite dish from her native Italy—beef parmesan—which she tops with mozzarella cheese.



Looking over the newly printed second edition of the FAA Wives Cookbook are some of the officers of the FAA Wives Club of Guam. They are (left to right): Mrs. Kay White, corresponding secretary; Mrs. Shirley Jackson and Mrs. Mae McCarter, co-chairmen of the cookbook committee; and Mrs. Tallie Miller, president of the club.



Mrs. Mae Yoshikawa McCarter holds a platter of pansit, a popular Filipino dish and a favorite of FAA Wives on Guam.

## Pacific FAA Wives Publish . . .

# A WONDERFUL COOKBOOK

If the FAA male employees on Guam have trouble watching their waistlines, the culprit may well be a popular new cookbook published by their wives.

While their husbands have been toiling around airplanes, these 68 housewives on Guam have been pooling their cooking talents for the sake of charity.

The result is "The FAA Wives' Club Cookbook," a 112-page book crammed with their favorite recipes ranging from cheese puffs to popsicles.

In between, the wives take the reader on a tasty tour of the world—lumpia from the Philippines, curry from India, beef parmesan from Italy, sauerbraten from Germany, chicken luau from Hawaii and more.

Their cookbook is international in flavor—because their club is equally well blended.

Represented among their members are German, English, Canadian, Japanese, Italian, Yugoslavian, Pakistani, Chinese, Samoan, Hawaiian, Spanish and Filipino nationalities plus every state in the Union.

So, when they hand out a favorite recipe, it comes with the touch learned in their native land.

The women are married to employees who are stationed with the FAA on Guam, a major outpost in the western Pacific.

### Use Fresh Island Produce

With Japan only 1,500 miles away, many of the fresh vegetables used by the FAA wives in their recipes are from the Orient, rather than Hawaii or the mainland United States.

However, the open-air Farmers Market in Agana, Guam, is the place to go for such fresh local produce as bananas, eggplant, long beans (two or three feet

long), squash, pumpkins, watermelons, cucumbers, coconuts and betel nuts.

Items like tomatoes, lettuce and potatoes are harder to come by, and a dozen locally-produced eggs can cost as much as \$1.00 a dozen, one reason many wives buy less fresh but cheaper imported eggs.

Meats come up from Australia and New Zealand, many specialty items from the Philippines and a lot of canned goods from Japan. All milk on Guam is the recombined variety.

"Almost all meat on Guam is frozen, not fresh," said an ex-Guam resident. "But a new ranch on Tinian is now supplying the first fresh beef and pork to Guam."

There is an enormous commissary on Guam to service the huge military installation there, and the FAA wives have privileges there.

### Proceeds to Civic Projects

The wives' club is using proceeds from the cookbook sales for its civic projects, including gifts for Vietnam wounded men in Navy Hospital, sending children to scout camp and providing library facilities.

Many of the FAA wives are from Hawaii—Dianne Kuba Harris, Kailua; Pat Patao Baum, Waihee, Maui; Reiko Ogasawara, Wahiawa; Winona Quon Leong, Waimanalo; Linda Baclig Stewart, Hilo; Muriel Zane Wong, Kaimuki; Lucy Saufata Berrigan, Kailua; Vera Aina Ermatinger, Hilo, and Faye Ah Koi Watt, Keanae, Maui.

Others from Honolulu are Mae Yoshikawa McCarter, Shirley Sato Murakami, Lorraine Rego Pearson,

Vivian Kam Wong, Mildred Koki Dickson, Roberta Haili Ah Nee and Dolores Imaguchi Kunitomo.

This year's president is Mrs. Tallie Miller, wife of an electronics technician in the Guam ARTC Center.

The cookbook, dotted with reproductions of Palauan carvings, contains over 250 recipes in five divisions: (1) hors d'oeuvres and beverages (2) exotic foods (3) main dishes and casseroles (4) salads, salad dressings and vegetables (5) breads and desserts.

Those interested in purchasing the cookbook at \$2.75 postpaid can write to Mrs. Shirley Jackson, 114 North Ocean View, Agana, Guam 96910.

The following recipe is one of many contained in the cookbook:

### Hot Crab Canapes

3 pounds fresh crab meat	1 tablespoon dry mustard
3 cups soft bread crumbs	1 tablespoon chopped chives
½ cup dry sherry	bacon slices (cut in half)

Combine crab meat, bread crumbs, sherry, dry mustard and chives. Mix well. Shape into balls the size of walnuts. Wrap each ball in a half slice of bacon and fasten bacon with a toothpick. Broil under medium heat for 15-20 minutes (until well browned).

—Jessie Stimson

Reprint of an article by Kay Lund published in the Honolulu Star-Bulletin



A quick lesson in chopstick handling is demonstrated to Mrs. Tallie Miller (right) by Mrs. Diane Harris, a native of Hawaii of Chinese extraction.



Shopping for fresh fruits and vegetables on Guam is far different than shopping in Honolulu. Here in the open-air market in Agana, Guam, FAA wives shop for fresh produce.



Showing good form but successful only in picking up one strand of noodle with her chopsticks is Mrs. Virginia Martin. Mrs. Kay White gets set to try her luck with the elusive noodles.



**NAFEC's New Hangar**

Interior and exterior views show NAFEC's just completed modernistic, spacious \$3.1 million hangar housing the agency's largest aircraft maintenance operation in the east. Front portion contains offices of pilots, flight technicians, maintenance officials, airport manager and the Weather Bureau. Some 200 men work here on shifts performing major maintenance and modification on aircraft based at NAFEC or flown in from five other eastern bases. Hangar space is large enough to house a giant C-141 "StarLifter."

**'Help' Message in Snow Saves Trapped Student**

ARCATA, Calif. — Two Navy pilots flying near here recently saw the letters "HELP" stamped out on a snow-covered mountaintop. Punching the mike button, they immediately called the FSS here. Specialists Jim McFarland and Hank Berube used the Direction Finder and radials from nearby Fortuna VOR to pinpoint the position as the top of Grouse Mountain. The specialists remembered that a Coast Guard helicopter en route from Astoria, Ore. to North Carolina had just landed at Arcata. They contacted Search and Rescue and the Coast Guard chopper was dispatched quickly by SAR on the mercy mission. It returned soon with a 20-year-old student from

Humboldt College aboard. The student reported that he and a college chum had gone to Grouse Mountain three days previously for a weekend of skiing. During a sudden blizzard, their small compact car became marooned and they sought shelter in an abandoned shack. After two days without food, his companion started down the mountain in an unsuccessful attempt to find the highway. The helicopter crew, with the assistance of the Ski Patrol, brought out the companion's frozen body on their second trip to the site. This story doesn't have a happy ending unfortunately, but it does illustrate again the close cooperation existing between the FAA, Navy and Coast Guard.



**Milestone Observed**

The French West Indies, the 100th country to be represented by a student or visitor to the Aeronautical Center, is now marked by a new flag on the map in the FAA's International Office in Oklahoma City. The new visitor is Eddy Edouard (second from right), a TV news editor with the French government-operated radio-television system in Martinique, French West Indies. At left is Darwin Maurer, International Liaison Officer, and at right is Interpreter Raymond Kline.

**Island Tower Bows Traditionally**

KONA, Hawaii — An ancient Hawaiian tradition played a part in the recent dedication of the new combined station-tower at this beautiful resort town.

At one point in the dedication ceremony, Honolulu Area Manager Frank Shivers parted the traditional *maile lei*—the scented vine—as a token of good omen for the new structure.

The pastor of Mokuaikai Church, Kailua, gave the invocation. A symbolic key to the new facility, fashioned of native wood, was presented to Ambrose (Pete) Morrison, Chief of the facility by Rear Admiral E. Alvey Wright, USN (Ret.), Deputy Director for Operations for the state's Department of Transportation. Air Traffic Branch Chief Gordon Pearson delivered closing remarks.

The four controllers manning the new facility are Gordon Yen, Raymond Barrett, Jerome Fagg and David Paniku. Edmund Loo and Edward Keiber have been assigned here as electronics technicians.

Kona is the site of Hulihee Palace built in 1837 by Governor Kuakini, first governor of the island of Hawaii. The Islands' oldest

church, Mokuakaua (Congregational) is here, as is the ancient Heiau of Kauakaiaakola, a Hawaiian shrine. Freely translated,

Kauakaiaakola means "the rain which gives life to all living things." The shrine was consecrated to Kane, the Polynesian god of life.



**Key to the Tower**

Ambrose (Pete) Morrison, Chief of the Kona Combined Station-Tower (background), proudly displays the symbolic key to the new facility. The key was presented to him during a ceremony dedicating the newly-established tower.



**Students Visit Dulles**

University of Maryland faculty member (center, left) chats with Roy Parnell (wearing vest), Operations Officer at Dulles International Airport, as 56 Maryland students in transportation class disembark from mobile lounge in which they took tour of the airport. The students also saw the Dulles Tower cab and a commercial freight loading facility.

**Agency Prepares As Traffic Hike Hits Columbus**

COLUMBUS, Miss. — Memphis Center and all terminal ATC facilities in the vicinity of Columbus are preparing to handle a significant increase in air traffic as a result of the Air Force's decision to change Columbus Air Force Base's mission from that of a Strategic Air Command base to an Air Training Command center.

Memphis Area Manager Birge Alexander reports B-52 SAC aircraft presently based at Columbus will be relocated. Undergraduate pilot training will be inaugurated July 1, 1969. Aircraft to be used will be T-41s (Cessna 172), T-37s (jet, subsonic), and T-38s, Talon (jet, supersonic). Extensive construction, including a new parallel runway, is also planned by the USAF.

The first undergraduate wing will commence initial operations on July 17, 1969 and step up to T-37s by Sept. 4, flying some 200 sorties daily. Simultaneous landing and instrument approach training and practice operations will be commenced at an auxiliary field at Hamilton, Ala., Sept. 4, utilizing mobile GCA.

**Airway Facilities Men Certified 100% 'Pros'**

DENVER—"One hundred per cent professional" now can be the claim of the Engineering and Construction Unit, Airway Facilities Branch here.

Until recently, four out of the five Unit staff members held professional engineer credentials. Now it's five out of five; field engineer Jerry Stephens recently passed Colorado exams giving him professional status.

This is a matter of pride with the staff, headed by Wayne Heston, a strong advocate of educational and professional development among his FAA associates.

Other professional engineers in the unit are Gordon Seyfried, Richard Nelson and Wayne Post.

Among projects the civil engineers are engaged in are development of computer techniques for FAA project evaluation and review charts and critical path method charts used as guides by FAA facility managers. In preparing these charts, the Unit works closely with the Air Traffic Branch, the General Services Administra-

tion, the Denver Federal Center, computer manufacturers and the telephone company.



**Fully Professional**

Wayne Heston (right), Engineering and Construction Unit supervisor at Denver, confers with other Unit members on critical path method chart for the Denver Center. All enjoy the distinction of being engineers registered by the State of Colorado. Other engineers in photo are (from left): Gordon Seyfried, Wayne Post, Richard Nelson and Jerry Stephens.



Training can be fun as Fielding Draffen, Employee Development Officer and YOC program coordinator for the Central Region, illustrates during a training and orientation session.

## Youth Opportunity Campaign . . .

# The Year in Retrospect

Secretary of Transportation Alan S. Boyd has commended the FAA for its accomplishments in the Youth Opportunity Campaign during the past year.

In 1968, more than 1,400 young persons participated throughout the agency, according to a recent summary report. They went back to their classrooms after their summer stint with a better understanding of aviation. More important, their employment with the FAA enabled many of them to remain in school.

A typical beneficiary of the program was Herbert Simmons of Kansas City. His work in the Central Region following his graduation from high school helped pave

the way for college, his earnings defraying expenses.

Many of the YOC participants expressed interest in careers with the agency. The agency encouraged all facets of the aviation industry to participate in the program. The response was heartening from private corporations as well as state and local government units. These elements of the aviation industry hired over 18,000 additional youths under the summer program.

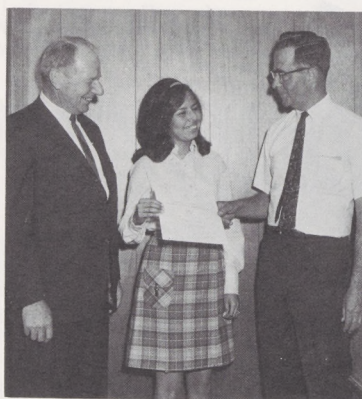
The success of the 1968 program was due largely to the effort expended by FAA managers, supervisors and employees. Photos on this page provide a sampling of 1968's program.



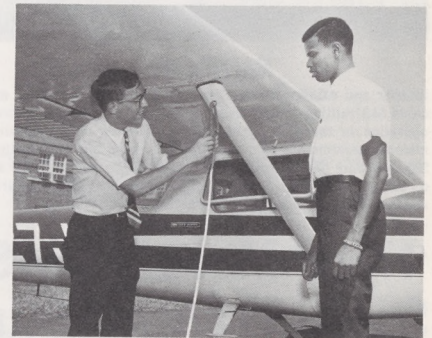
Helping the Kansas City Area Office with its YOC program this summer, George Maurer, a high school guidance counselor, explains the parts of a jet airliner to (left to right): Michael Thornton, Gary Collins, Faith Tindall, and Cynthia Murray.



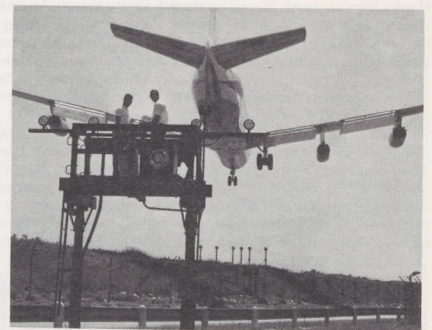
Norma Allen, Youth Opportunity Campaign employee, receives award for superior performance from William Brix, Chief, Management Support Staff, Washington.



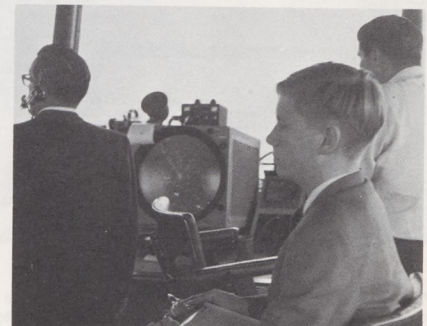
Rachel Cabal, Youth Opportunity Campaign employee at Western Region headquarters, receives award for superior performance from Robert Curtis (right), Chief of the Airway Facilities Division Program and Planning Branch. Allan Morning, chief of the division, was present to congratulate Miss Cabal.



Robert Russell (left), a summer employee at the Kansas City, Kans. General Aviation District Office, shows Herbert Simmons, a YOC employee, how to tie down a plane. Russell, who is a private pilot, is an aeronautical engineering student at the University of Kansas while Simmons, a recent high school graduate, has been offered a scholarship to Park College.

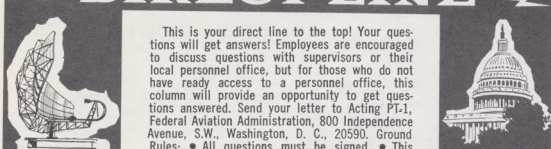


Learning first hand how to maintain a system of pilot aids are two summer YOC employees, Eddie Catron (left) and William Sims, assigned to the Kansas City Airway Facilities Sector for the summer. Catron and Sims are shown checking and replacing runway approach lights as a commercial aircraft makes an approach at Kansas City Municipal Airport.



In his second summer as a YOC employee with the FAA, Robert Duncan observes first hand how to control traffic at the world's busiest airport, Chicago O'Hare. He hopes to become a controller some day.

**DIRECT LINE**



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

**Question:** With the significant change in health insurance rates effective the first of the year, why not have the "Open Season" now instead of waiting until next November?

**Answer:** The agency has recommended an earlier "Open Season" date. The FAA is also compiling data about the experiences of FAA employees with claims filed under the various plans. Any employee who has a complaint or problem should write it out and send it to his servicing Personnel and Training Division through his supervisor.

**Question:** Why does it take my regional office from six to eight weeks to process paper work for Public Law 737 travel normally taken in conjunction with home leave?

**Answer:** The time required to process Public Law 737 travel requests may vary depending on the region's workload. However, regional offices strive to process paper work related to the Public Law 737 travel as expeditiously as possible. Offices usually require that travel requests be submitted in sufficient time for processing before the employee departs for leave, thereby giving the employee plenty of time to make his personal arrangements.

**Question:** Is there an agency requirement that an employee must leave with his supervisor a place and/or telephone number where he can be contacted, while on leave, if it is necessary to recall him to duty?

**Answer:** No. There is no such agencywide requirement. However, operating requirements and the facility chief's responsibility to provide adequate coverage in the facility at all times may necessitate such a request. When air safety is involved, FAA must take every precaution to avoid possible situations which could threaten life or property.

**Question:** What is the minimum length of time of rest between duty periods for air traffic controllers?

**Answer:** ATCS personnel must have an off-duty period of at least eight hours between shifts. If involved in direct control of aircraft, they may not serve or be required to serve for more than ten consecutive hours on any one shift.

**Question:** What can I do as a concerned citizen to take positive action against co-workers who make inflammatory remarks about political and civic leaders?

**Answer:** Such inflammatory remarks should be called to the attention of your supervisor, the Chief, Personnel and Training Division, or the Chief, Compliance and Security Division. While agency policy does not govern employees' emotions or expressions, such remarks are considered unbecoming a Federal employee. An employee may be subject to disciplinary ac-

tion for committing acts which reflect adversely on the agency.

**Question:** In February 1966 I was an ATCS (CARF) GS-11 in Washington and accepted an overseas assignment, ATCS, GS-9. Later, the ATCS (CARF) GS-11 positions were reclassified to GS-12. If I had remained in my position (GS-11) in 1966, I would have been promoted to GS-12 along with the other specialists. Under these circumstances, when I exercise my return rights in 1970, will I be entitled to return to my former position (CARF) as a journeyman controller irrespective of the grade involved?

**Answer:** No. You have return rights to the Washington headquarters at the grade you held immediately before going overseas (GS-11). Under the Reemployment, Restoration and Return Rights (Handbook 3330.6), you do not have rights to a specific position. Along with other qualified candidates, you may be considered for GS-12 if a vacancy exists and if you meet all other requirements for that position. In addition, if you should be promoted to a GS-12 while overseas, and if you remain for at least two tours, you would then have administrative return rights to a GS-12 position. Certain FAA employees, occupying positions financed by U.S. foreign assistance programs, have statutory return rights as opposed to the administrative return rights (as in your case). Such an employee has rights to his former position or one of like seniority, status and pay. If the former position was reclassified upward during the employee's absence, he must be restored to a position which is at least equal to the grade and salary of the reclassified position.

**Question:** After Typhoon Sarah struck Wake Island, funds were collected to help FAA employees who suffered losses. How was this money used?

**Answer:** The Wake Island Relief Fund has been and will continue to be used for relief of hardship and loss suffered by FAA employees and their families. In many cases, actual non-reimbursable losses will not be known until all claims, within statutory limits, are filed and decided. Meanwhile, the Fund continues to be available on a grant or loan basis. Advances were made on a non-interest basis to beneficiaries who have or will be reimbursed by the Government for such things as subsistence, quarters, and other allowable losses. After such loans are repaid and all actual losses are known, the Fund balance will be prorated to offset non-reimbursed losses. An article in the Dec. 25, 1967 "Horizons" told of some of the Fund's immediate uses. In the near future, when final reports on the Fund become available, full details will appear in "Horizons."

## Questions About Overtime Law Are Answered

WASHINGTON—A new law providing true time and one-half pay for overtime worked by employees directly engaged in the day-to-day operation and maintenance of the air traffic control and air navigation systems became effective on Nov. 17, 1968. Agency Order 3550.7 implements the law's provisions.

Several questions have been raised regarding the new true time and a half provisions, and they are listed here, along with the answers, for the benefit of *Horizons* readers.

**Question:** An eligible employee is ordered to work four hours overtime in a pay period. Management, or the employee, determines that two hours will be paid in money and the other two hours in compensatory time. Does the employee receive true time and one-half rates for the two hours paid in money?

**Answer:** Yes. **Question:** At what rate do you value compensatory time for aggregate salary limitation purposes?

**Answer:** At true time and one-half rates, provided the employee is eligible and the required four hours have been worked during the period. Overtime hours exceeding the aggregate salary limitation cannot be credited as compensatory time or paid in money.

**Question:** Some eligible employees work eight ten-hour days in a pay period. Are the 16 hours of overtime compensated at true time and one-half rates even though the employee does not work more than 80 hours in the pay period?

**Answer:** Yes. **Question:** An employee may work from 0000 to 0800 and return to work at 2300. The hour from 2300 to midnight is an overtime hour. At what rate is this hour paid?

**Answer:** If his overtime work during the pay period, including the hour from 2300 to midnight, totals four or more hours, the hour from 2300 to midnight is paid at the true time and one-half rate.

**Question:** Does the new law change the amount of compensatory time granted for overtime work?

**Answer:** No. One hour of compensatory time is earned for one hour of overtime work.

**Question:** Flight Standards procedures specialists and central aircraft dispatch employees may be rotated into work as flight crew members. Are they paid true time and one-half rates?

**Answer:** Yes, when serving as crew members if they work four or more hours of overtime in the pay period. True time and one-half rates are not applicable for overtime worked in the CAD office or as an observer on a flight.

**Question:** When a facility, sector, or office chief works overtime to fill in for a controller, technician, or pilot, does he receive true time and one-half rates?

**Answer:** No. He is excluded from coverage because he is a managerial employee.

**Question:** If an employee accumulates compensatory time to his credit and is transferred to another region, the compensatory time is paid off in money. At what rates is it paid?

**Answer:** It is paid at the rates applicable when the overtime work was performed. If the employee was eligible and the four or more hours provision was met, the true time and one-half rates were ap-



**Four Horsemen**

(Left to right) Al Young, Wayne Keen, Benjamin Nicholas and David Abshire, Lemoore RATCC controllers, are the owners of "Palleo Lu", a quarter horse.

## Controllers Own Horse

LEMOORE, Calif.—"Palleo Lu" is a three-year-old quarter horse. The *Los Angeles Times* refers to her as the "Cinderella Girl" because she went from rags to riches.

Racing at Bay Meadows and Los Alamitos this year, "Palleo Lu" captured nine wins out of 19 starts. She rarely raced out of the money.

Lemoore RATCC Controllers Albert Young, Wayne Keen, Benjamin Nicholas and David Abshire, rate her "F-AAA," because they have the pleasure of owning her. But only once have all the owners been able to appear in the winner's circle together. One or more had to remain at the RATCC, work the traffic and wait for race results.

What do these controllers talk about when off-duty? Radar vectors? TACAN or ILS approaches? Radar performance? Hardly. They talk about "Radar Contact." That's the name they propose to give to a two-year-old they plan to buy.

And they plan to groom "Radar Contact" for the \$50,000 stakes at Bay Meadows next year.

## Review

(Continued from page 1)

vice accommodated flying visitors from all over the United States who flew in for the HemisFair in San Antonio and also those on their way to and from Mexico City's Olympic Games. The new Dallas—Fort Worth Common IFR Room went into operation, handling IFR traffic to six controlled airports.

The Central Region shared with the Southwest the agency's test General Aviation Accident Prevention Program. Central made substantial progress with its new Consolidated Communications Center at Kansas City. This facility has a \$1.5 million Aeronautical Fixed Teletype Network (AFTN) computer which provides automated message switching service. At O'Hare Airport, a second ASR antenna was installed near the existing one as insurance in the event of outage on the original.

Eastern Region saw the commissioning of the New York Common IFR Room, colcoating approach control for three major airports to minimize delays. Eastern also adopted new flow control procedures to reduce airborne delays.

### Progress at Centers

At the agency's two centers, training, testing and research and development progressed.

At NAFEC, the C-141 "Star-Lifter" was certified for Category II operations; satellite use to relay short-range radio across oceans was investigated, and plans to keep North Atlantic traffic flowing smoothly were worked out using simulators.

At the Aeronautical Center, ground was broken for a new \$4.2 million systems training building. Classes in terminal and FSS training options were reopened at the FAA Academy.

Alaskan Region played host to two clinics which brought the biggest turnouts seen. A "Smooth Cat" pledge was developed for Alaskan pilots to encourage use of ten "common sense" rules of air safety. The agency's farthest north FSS opened at Point Barrow, the 34th such station in Alaska.

Pacific Region installed 20 controlled tower communications systems in South Vietnam. Regulatory surveillance was maintained over the massive civil airlift to Southeast Asia. Rehabilitation of Wake Island continues.

## Simulator

(Continued from page 1)

devoting full time to searching for intruders, flight instrument readings and panel warning light changes were introduced at irregular intervals.

The 15 pilots tested had flight times ranging from as little as 15 hours to 1,600 hours. Each pilot flew ten "flights" lasting from 35 to 40 minutes each.

Project manager Warren Crook and psychologist Dr. Richard Sulzer recommend that the low-cost equipment and training procedures be studied further by a flight training school using a standard set of training slides and also that training be extended to pilots of larger aircraft.

Their report, "Evaluation of Low-Cost Collision Avoidance Ground Training Equipment," is available for \$3 from the Clearinghouse for Federal Scientific and Technical Information (CFSTI), Springfield, Va. 22151.

### pliable.

**Question:** Does the new law change management prerogative to authorize compensatory time in lieu of paid overtime as stipulated in paragraph 11b, PT P 3550.11, Overtime, Night and Holiday Pay Handbook?

**Answer:** No. **Question:** What forms of premium pay are subject to the aggregate salary limitation?

**Answer:** All premium pay, except hazard pay.

## Helicopter Publication Thoroughly Revised

WASHINGTON, D.C.—Seven agency-industry groups are at work compiling data for a new and thoroughly revised edition of one of FAA's more popular publications, the Helicopter Design Guide.

The seven groups were formed at a recent Washington meeting of agency, industry and military representatives concerned with helicopter design and operation. The meeting was called by FAA's Airports Service, headed by its Director Chester G. Bowers, as a first step in revising the Guide.

Each group was assigned a specific area: Aircraft characteristics, site selection, physical criteria, IFR operations, visual aids, elevated airports and general considerations. Bowers said he hopes one improvement in the new Guide will be a section devoted to IFR operations; the current issue is confined to VFR operations.

Groups are scheduled to report back with their findings by March 1, 1969. Around the middle of April 1969, a second meeting will take place to discuss the drafts and the manner in which they are to be incorporated into the Guide.

Publication date for the new edition is hoped for by July 1, 1969.

Although 17,500 copies of the first edition of the Guide have been issued since 1964, they were temporarily "sold out" this spring.

Copies are now available and the Airports Service continues to receive numerous requests for the Guide.

Each of the seven ad hoc groups working on the new Helicopter Design Guide is chaired by an FAA executive. Three of the groups are headed by personnel of the Airports Service Design Standards Branch as follows: aircraft characteristics, Wayne Flaherty; general, Gerald Crosby; and physical characteristics, George Buley.

Other groups and their chairmen are: site selection, James Hoban, Airports Service Environmental Planning Branch; IFR operations, Gerald Gibson, Flight Standards Service Operations Division; visual aids, Thomas Williams, Airports Service Construction and Maintenance Branch; and elevated airports, George Kilpatrick, Systems Research and Development Service, Airport Development Section.

Widespread aviation industry interest in the Helicopter Design Guide stems from expanding use of helicopters for a variety of purposes, such as charter and corporate uses, emergency air ambulance service, scheduled airline and air taxi services, pipeline and tower construction, fire fighting, police work, offshore oil developments and other specialized activities. Also, activity in establishment of heliports has increased considerably since 1964 with a greater demand for all-weather capability in heliport operation. New helicopters have been developed and new concepts have been evolved for a new family aircraft—VTOL (Vertical Takeoff and Landing).



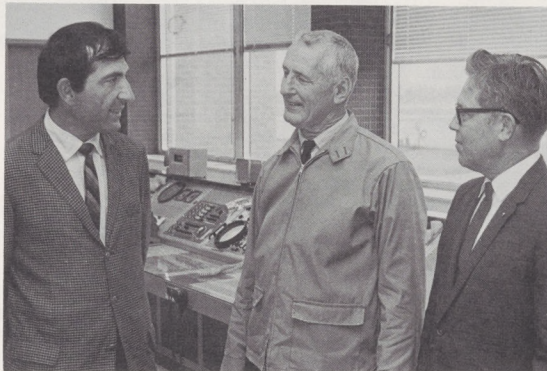
### Welcome to SAC

Quartet from the Boston Area Office is welcomed on arrival at Loring AFB, Me., a key Strategic Air Command operations facility. The FAAers (right to left), Thomas Bridges, Frank Heller, Carl Goodridge and Harry Collingon, are visiting the center to conduct a periodic evaluation of the services and support provided by the FAA to military and civilian users of the huge base. Greeting the FAA contingent are Jerry Riordan, Capt. R. A. Wackford and Carl J. Betterley of the Base.



### UK Official Honored

Marking completion of more than three years of association with FAA, John Fenwick (right), accepts memento from Associate Administrator for Development Joseph D. Blatt, presented during recent farewell dinner party in Washington. Fenwick served as engineering member of the United Kingdom Mission to FAA, engaged in liaison activities for aviation affairs between the two countries, particularly in research and development matters. He also served as Assistant Air Attache with the British Embassy.



### Polar Pilots Visit Agency

At top: noted arctic aviator, explorer and author Bernt Balchen (left) chats with Acting Deputy Administrator Oscar Bakke during a recent visit to Washington. Balchen was chief pilot on Byrd's Antarctic Expedition and the first man to fly over the South Pole, in 1929. Bottom: famous long-distance aviator Max Conrad (center) talks with Phil Krinsky (left), Chief, Green Bay Tower, and Leonard Berg, Chief, Green Bay FSS, prior to Conrad's departure for his round-the-world flight via both Poles, now nearing completion. Conrad spoke at the Annual Safety Seminar.

(Bottom photo courtesy Green Bay Press-Gazette)

## Specialist Wins Major Stamp Awards

ALBUQUERQUE — Specialist Seymour B. Feldman of the FSS here, recently received the New Mexico Philatelic Assn. trophy and the American Air Mail Society award for his display of autographed envelopes pertaining to "Project Mercury."

He won the awards at the annual New Mexico Philatelic Association stamp show here. His collection took almost six years to compile.

Immediately after the successful flight of Astronaut John Glenn in the "Friendship VII," Feldman decided to acquire envelopes canceled on days relating to the Cape Canaveral launching, Atlantic recovery operations, speeches, presentations, and other significant events. The envelopes were mailed to important people associated with the various activities, along with a request for their signatures.

### Glenn Cooperates

Col. John Glenn was the most cooperative, often returning an autographed envelope within a few weeks. However, a paper chase was necessary to obtain the signatures of President Johnson, Col. John (Shorty) Powers, Robert Gilruth, Wernher von Braun and several others.

A great deal of patience was also necessary to obtain signatures of naval personnel involved in recovery operations, since correspondence had to go through Washington channels.

Feldman's interest in rocketry dates back to 1944, when as an RAF pilot he flew the British

"Hawker Tempest," then the fastest piston-driven fighter in the world. At the time intelligence air photos showed that extensive rocket experiments were being carried out by the Nazis at Peenmunde on the Baltic Coast. When the Germans launched V-1 rocket bombs toward England, his squadron was given the task of intercepting and destroying them. (In all, 8,000 of the "buzz-bombs" were hurled at England.)

He shot down 11 missiles in his Tempest fighter, which was armed with 20 mm cannons. He destroyed two of the missiles at such close range that his aircraft was partially damaged by the violent explosions.

### Rocket Mail Experimentations

Feldman possesses one of the few comprehensive rocket mail col-

## FAA Employees Are Commended For Saving Life

JACKSONVILLE, Fla.—For their quick action in giving first-aid to three seriously injured motorists, four employees of the ARTCC here have received commendations from Florida's Department of Public Safety. They are: John Allers, Os-good Varners, Charles Matthews, controllers; and Sidney Robinson, electronics technician.

Robinson and Varners had just completed the day watch and were driving home; Allers and Matthews were en route to the center to stand the night watch, when they saw an automobile apparently lose control during a heavy downpour and skid into a bridge abutment before sliding into a ditch.

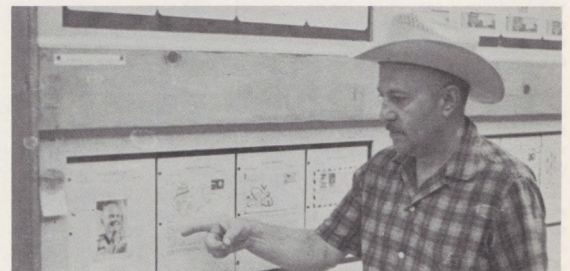
Allers and Matthews rushed to the wrecked car, where they found a woman and her two children, all injured. One child, cut and bleeding profusely, was critically injured.

While Matthews notified the police, Allers—who had received considerable first-aid training as a Coast Guard Auxiliary Commander—administered emergency treatment.

Varners and Robinson placed the victims in Robinson's car and started for St. Lukes Hospital in Jacksonville. As they left, Matthews notified the State Patrol, which alerted the hospital and provided a police escort.

Prompt action by the four FAA employees in providing immediate first-aid and transportation for the critically injured child saved its life, according to doctors and the Florida Highway Patrol.

All three of the injured are now in satisfactory condition.



### On Target

Specialist Seymour Feldman, Albuquerque FSS, explains his prizewinning "Project Mercury" envelope collection to visitors at the New Mexico State Fair philatelic exhibit. This exhibit later won the New Mexico Philatelic Association trophy and the American Air Mail Society Award.