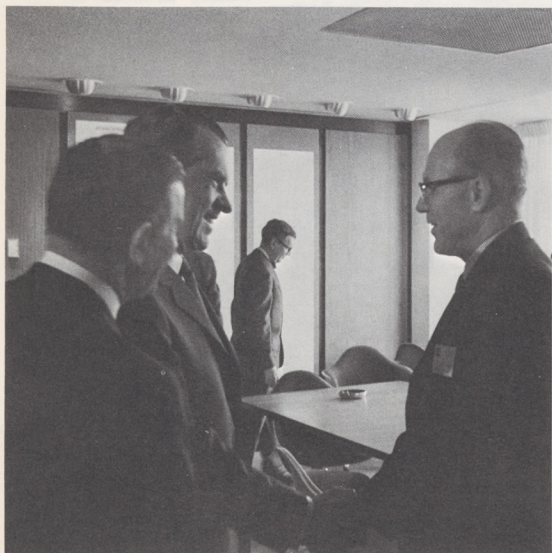




See:
'President
Visits Hq.'
Pages 4-5



President Visits

A warm greeting is extended President Richard M. Nixon by D. D. Thomas, FAA Acting Administrator, on the occasion of the Chief Executive's agency visit with Secretary of Transportation John Volpe (left).

4 Named to Top Positions in DOT

WASHINGTON—President Nixon has named four men to provide top level support to Secretary of Transportation John Volpe. They are: James Beggs, Under Secretary of Transportation; Dr. Paul Cherington, Assistant Secretary for Policy and International Affairs; James Braman, Assistant Secretary

for Urban Systems and Environment; and Charles Baker, Deputy Under Secretary of Transportation. Beggs was Associate Administrator for the Office of Advanced Research and Technology at NASA. Earlier he was with Westinghouse Electric Corporation. He is a 1947 graduate of the Naval Academy.

Dr. Cherington comes to the Department from the Harvard Business School, where he was the James J. Hill Professor of Transportation. At Harvard, he conducted research in air transportation and weapons procurement. His teaching has been in the fields of transportation, logistics and government and business.

Braman has been Mayor of Seattle since 1964. For ten years before that he served on the Seattle City Council. He is a member of the Executive Committee of the National League of Cities, serving as chairman of the Transportation Committee.

Before coming to the DOT, Baker was vice president and director of transportation services for Harbridge House, Inc., an international management consulting firm in Boston. He was graduated from Harvard College and holds a master's degree from the Harvard Graduate School of Business Administration.



James Beggs
Under Secretary



Dr. Paul Cherington
Assistant Secretary



James Braman
Assistant Secretary



Charles Baker
Deputy Under Secretary

President Lauds Employees

WASHINGTON—During his recent visit to the Department of Transportation Building, President Nixon paid glowing tribute to the "tens of thousands of career people" in the Department's ranks.

Leaders heading the operating administrations could not succeed in their missions, he pointed out, without the support and "enthusiastic dedication" of these employees.

"Throughout our Federal Government service, we need a new sense of dedication to our jobs," he told key officials assembled at the Headquarters auditorium. He urged these leaders to "let every person working for you know that what he or she does matters—and

contributes to the better running of this Department and to a better nation."

He said he has "great confidence in the new Secretary.

"I know him as a man with great drive, great imagination—a man who will be looking for the new ideas that must come from this Department if it is to meet its mission."

Following his remarks, the President shook hands with members of the audience.

A full transcript of the President's remarks and photos taken during his Feb. 11 visit to headquarters will be found on Pages 4 and 5 of this issue.

Regions Announce Winners in '68 Safety Program

WASHINGTON—Regional winners have been named in the sixth annual FAA Aviation Mechanic Safety Award Program, sponsored by the agency to recognize the nation's outstanding aviation mechanics.

Eight winners in the air carrier group and seven in general aviation will receive plaques and citations.

Two national winners, one in each category, will be selected from regional winners. Each national winner will receive a \$500 cash prize as well as an all expense trip to the Washington award ceremonies for himself and his family.

Regional winners in the air carrier category and the firms they are affiliated with are: *Central*, W. G. Rogers, TWA; *Southern*, Andrew Perras, Eastern Airlines; *Southwest*, Willard Knight, Braniff Airways; *Western*, Hilburn Rogers, United Air Lines; *Alaskan*, Bernard Sherwood, Wien Consolidated Airlines; *Pacific*, Charles Say, Hawaiian Airlines; *European*, Lawrence Londerman, Pan American; and *Eastern*, William Ziegler, American Airlines.

General aviation winners are: *Central*, Melvin Longlet, 3M Co.;

(Continued on Page 7)

Agency 'Diplomat' Decorated

Uebel Honored for Role In International Affairs

WASHINGTON—An FAA official who knew and assisted virtually every foreign aviation leader to visit the U.S. in the past 25 years recently received the coveted International Aviation Service Award.

The honor was presented to Theodore Uebel by Acting Administrator D. D. Thomas. Uebel, International Liaison officer for the Europe-Africa-Middle East Region, is based in New York.

He received the award on the basis of "outstanding accomplishments and beneficial contributions" in furthering the interests of the United States in international aviation.

Charles O. Cary, Assistant Administrator for International Aviation Affairs, participated in the surprise ceremony here.

The award was established last June by a retired FAA executive, Alfred Hand, whose career was devoted to international aviation affairs. The honor is unique in that it is financed entirely by private contributions from employees of the FAA.

Uebel has been in his present position for the past 17 years. He fa-

cilitates the arrival of foreign aviation leaders coming to the U.S. for official consultation on aviation matters and arranges for them to meet their American counterparts in government and industry.

Uebel, 63, speaks and writes fluent French, Spanish, Portuguese, German and Russian. Although he studied engineering at Harvard and the City College of New York, he started his adult life as a teacher of English in New York public schools. After serving with the Army Air Corps, Uebel was appointed to the CAA as a resident supervisor in a wartime mechanic training center in Springfield, Mass., and later, in Tulsa. By the end of the war, he was an education analyst in CAA's Washington Headquarters, specializing in inter-American operations. This led him into the international aviation sphere in the late 1940s. After having been promoted to positions of increasing responsibility, Uebel was transferred to New York in 1951 to serve in his present key international liaison position.

The silver medal Uebel received bears an emblem symbolizing international aviation.

Dedication by FAAers In Eastern Storm Praised

WASHINGTON—Dedication of agency employees in the face of one of the Eastern Seaboard's most severe snowstorms brought praise recently from Acting Administrator D. D. Thomas.

Commenting on employees' efforts to keep the system functioning during the recent storm which trapped some 6,000 persons at Kennedy International Airport, Mr. Thomas stated: "You have set a noteworthy example in demonstrating that dedication to duty and safety in air transportation continue to be motivating forces in the FAA organization."

He singled out for special praise those who remained at their posts beyond normal tours and those who made strenuous efforts to report to their posts at a time of hazardous road conditions and deteriorating traffic situations.

"The public has good cause to be proud of your performance," the Acting Administrator told personnel of the 30 Eastern Region facilities affected by the storm. "I am certain I reflect the sentiment of your agency friends and colleagues when I say with pride: 'Thanks for a job well done.'"

For full details and photos showing the effect of the Eastern Seaboard storm on aviation facilities, see "Man, What A Storm," on Page 2.

His "thank you" message went to Eastern Region Headquarters and to the chiefs of 8 airway facilities sectors, 11 towers and combined station-towers, two centers, the common IFR room and seven flight service stations.



Drivers who tried to reach busy airline terminals during initial hours of storm found ample long-term parking available on major roads leading to airport. Three days after storm, 600 vehicles were found abandoned.



Eastern Region Budget Chief Neil McGroarty waves from front of Federal Building after it was cleared by GSA maintenance personnel. Snow accumulation rose to five feet in front of building as result of high winds and drifting.



Neither wind nor rain . . . Eastern Region Director George M. Gary (left) takes to helicopter for trip home during initial days of storm. Copter was piloted by Frank Olsen, Assistant Chief of Flight Standards Aircraft Management Branch.

Man, What a Storm!

Eastern Seaboard Feels Winter's Full Fury

A howling snowstorm—the worst since 1961—accompanied by winds up to 80 m.p.h., struck the New York metropolitan area and much of the northeast Sunday, Feb. 9, dumping up to 20 inches of the white stuff and all but completely disrupting operations in much of the Eastern Region.

For most FAAers on duty while the storm raged, roads were impassable. They were forced to stay on the job many hours after they were scheduled to be relieved. Some air traffic control and maintenance personnel worked 24 hours before relief personnel could get through to their respective facilities.

The man who worked the longest stretch was Sal Perricone, of the regional Communications Center. Perricone reported for duty at 8 a.m. that Sunday and wasn't able to get home until Tuesday at 11 a.m.—51 hours after he sat down at his console for an expected eight-hour stint.

All flights in and out of New York's three major airports—JFK, La Guardia and Newark—were cancelled from early Sunday morning until late Tuesday, and

Perricone was extremely busy during his 51-hour stretch. Monday he was able to reach top regional officials at home by conferencing calls and using other tricks of the trade. Thus much of the region's business went on as usual, although people were marooned all over the map. Regional Director George Gary was able to participate in the regular afternoon NASCOM from the warmth of his home in snowbound Long Island.

On the day of the storm, Perricone was busy playing the good Samaritan to about 100 people whose cars bogged down in heavy drifts at the entrance to Kennedy Airport. At first, with the sanction of security guard Fernando Mitran, he opened the Federal Building doors to one group whose car became stuck in front of the building. As the afternoon wore on, more and more people came to the door seeking shelter; eventually about 100 were camped in the lobby and in some of the offices. They remained as FAA guests until the following afternoon, when a snowplow finally cleared a path to the airport's

terminal area so people were free to leave.

The big problem was the lack of food. A hotel adjacent to the building was completely out. Eventually Perricone and some men in the stranded group munched their way to a nearby diner, where they were able to buy 40 sandwiches, coffee and milk. He recalls that the diner ran out of white bread and hamburger rolls and was selling burgers on raisin bread.

Other Communications Center duty officers who worked extra hours during the crisis included: Paul Rosenwald, with 22 hours, Jim McMahon, 21 hours; and Walt Devery and Bob Frank, 20 hours. Chief George Briskey logged two tours of duty, one of them amounting to 20 hours.

And so it went throughout the region. People stayed on the job when and where needed, often minus food and never getting enough sleep. If air traffic was severely curtailed, it was not the fault of FAA personnel. They were there to handle whatever could fly.

Nature, a savage foe, was fought to a draw.



Potpourri of aircraft await loading and passengers following snowstorm, which clogged JFK's runways and taxiways.



Main lot leading past major air carrier buildings looks more like snow scene from Colorado than JFK International Airport.



Mad scramble of would-be air travelers blocks all airport roads following the opening of a takeoff runway two days after storm.

Wake Island Project Erasing Storm Damage

WAKE ISLAND—FAA families living and working here will have new homes to move into some time this summer. To replace houses destroyed when Typhoon Sarah hit this three-square-mile island in September, 1967, the agency is building 43 houses.

The \$1,686,700 contract, one of the largest ever awarded by the FAA's Pacific Region, calls for construction of reinforced concrete, typhoon-resistant homes, able to withstand wind pressures up to 150 m.p.h. Utility lines will be underground as a precaution against typhoon damage. Site preparation will include leveling some of the World War II bunkers.

Participating in the recent groundbreaking ceremony were Area Manager George LaCaille, who turned the first spadeful of coral and sand; the Rev. Jerome Larson and Father Emery Nemeth, FAA Chaplains; Assistant Area Manager Raymond Caudle; Airway Facilities Chief Leonard Nelson; Resident Engineer Theodore Escobar; contractor project manager Charles Yee; and Lt. (jg.) Raymond Pratte, USCG, commander of the island's Loran station.

Although the new housing is an FAA project, Coast Guard personnel will occupy six of the homes.



Million Dollar Contract

Pacific Region Director Phillip Swatek (left) and Thos. Giuli, Honolulu contractor, sign a \$1.6 million contract for construction of concrete typhoon-resistant family quarters on Wake Island.



Ground Breakers

Ground is broken to mark the beginning of the \$1.6 million Wake Island housing project. The new homes will replace those destroyed by the 1967 typhoon. Participants are: (left to right) Len Nelson, Wake Island AF chief; Lt. (jg.) Raymond Pratte, USCG, commander of the Loran station; George LaCaille, Wake Area Manager; Charles Yee, project manager; Ted Escobar, Resident Engineer and Ray Caudle, Wake Assistant Area Manager.



Counting the Years

From the Roaring 20s to the Soaring 60s and still going strong is the government career story of George Seibert (left) of the Martinsburg, W. Va., FSS. Seibert receives the 40-year service emblem from Walter Moylette, Assistant Chief, Air Traffic Branch, Washington Area Office. Also getting service awards were Chester Evans (third from left), 35 years; and Ronald Carter, 15 years.

Custom Radar To Be Evaluated

ATLANTIC CITY—A custom radar console, designed and built at NAFEC, will be evaluated at the Long Beach, Calif. Tower.

The console includes an overhead equipment cabinet and features a tilt mechanism which allows controllers to select the desired viewing angle. The console will house the NAFEC-developed BRITE-1 ASR radar display, which also will be evaluated.

The new console was designed by Donald Schlots, Donald Martin and Robert Mitchell, assisted by Lt. Col. Curtis Carley of SRDS, Washington. Percy Gilbert did the engineering drafting. Fabrication was done by Herman Regal, Irving Taylor and Michael Vicozo.

Honors Go to 47 at San Antonio Facility

SAN ANTONIO—Forty-seven controllers at the San Antonio Tower-TRACON recently received one of the Southwest Region's largest special service group awards.

The controllers shared \$2,350 and each received a Certificate of Commendation for outstanding service from Sept. 1, 1966 to July 1, 1968. During that time, they kept traffic flowing smoothly despite major airport construction and the complex, often-noisy changeover in the TRACON from ASR-3 to ASR-6 radar equipment.

During this period, traffic increased as a result of the San Antonio Hemisfair Exposition.

Controllers also were cited for their public relations and pilot briefing programs.

Airport construction included extension of one runway and completion of a new terminal satellite building on the main ramp. For several months, the airport was restricted to one-runway operation.

At the same time, the TRACON was being renovated. Rooms were enlarged and equipment and wiring was installed. Training on the new radar and associated radar beacon equipment was accomplished while the changeover was taking place.

Four busy San Antonio area airports are served by the TRACON, located at International Airport, Randolph AFB, 10 miles east of International and Kelly AFB, 10 miles to the southwest, each generate 50,000 to 60,000 instrument

operations annually. Stinson Municipal Airport, 11 miles to the south, is also a busy airport.

Awards Presented

During a recent visit to New Orleans, Acting Deputy Administrator Oscar Bakke presented the facility award to George Brunner, former Chief of the San Antonio facility. Brunner is now Chief of the Moisant Tower. Regional Director Henry Newman made the San Antonio presentations to the following Supervisory ATCSs: Brigham Barker, Jr., Earl Cato, K. Keith Cochran, Harry Crouse, James Greenhaw, Clayton Hackett, Robert Jarrett, Elwin Lorbieski, Joe McKnight, Edmond McLarry, Lo-

ran Murdock, Donald Nunn, H. Miles Payne and Billy Ross.

Awards also went to the following controllers: Amadeo Abila, Richard Anthony, John Arnold, Sherman Behrens, William Chambers, Jeff Clendennen, Joaquin Damian, Raymond Dobzynski, Jack Earle, George Feaster, Jerry Hamilton, Billy Hill, Edgar Hill, Robert Hoffman, Thomas Howard, Curtis Jenkins, Billy King, Marvin Lawson, John Lurette, Ralph McLroy, John Norris, Raymond Ott, Frederick Richter, James Robertson, Robert Salinas, Horman Scroggins, Howard Slemper, Jr., Ernest Stanley, Billy Tharp, Jimmy Thompson, Donald Tietz and Billy Vickery.



First of 47

Henry Newman, Southwest Region Director, presents Controller William Chambers his award during the special service group awards ceremony for 47 controllers. Donald McHam, Chief, Air Traffic Division, took part.

'Hams' Find 'Lost' M.D.

LOS ANGELES—When a Santa Barbara physician flying his light plane to Mexico not long ago had to be contacted immediately, the Santa Barbara FSS advised Communications Control at Regional Headquarters. The doctor's children had been exposed to spinal meningitis, but before they could be inoculated their father's permission had to be obtained.

Communications Control asked Radio Station KABC here to request anyone knowing the doctor's whereabouts to contact the FAA.

A local "ham" radio operator, Bob Stone, heard the broadcast and offered to contact other U.S. "hams" who were visiting Mexico for a motor race from Ensenada to La Paz.

Through the "ham" network, Stone ascertained that the physician had arrived in La Paz and shortly thereafter departed for another city in Mexico. The duty officer called the doctor's home in Santa Barbara

to pass on this information and was glad to learn that the doctor had already called home and that his children had been inoculated.

Besides Stone, whose "ham" call letters are W6WHP, operators of the following "ham" stations aided in the radio search for the doctor: K6ABG, K6DIA, K6DQA and W6ZOM. All are members of the West Coast Amateur Radio Service which maintains a listening watch for more than 12 hours daily to assist persons in distress. The organization has more than 600 members in seven Western states.

In writing up his report on the matter, the Western Region Duty Officer asked Stone to check his radio call book for names and addresses of other "hams" who took part in the effort to reach the doctor in response to the emergency situation.

"I'd certainly like to help you," Stone said. "However, I can't. You see, I'm blind."

FAA Has Role In Starting New Type of Kiwanis

OKLAHOMA CITY—Aeronautical Center Executive Officer James Purcell has been named president of the local Kiwanis Air and Industrial Club, believed to be the only service club of its kind. It was organized to promote aviation.

Instrumental in getting the club established was the Center's Director, W. Lloyd Lane. Ed Delahay, Chief of Management Systems Branch in the Management Analysis Division, is the club secretary.

The club will work toward improving coordination between capital improvements projects planned by the city, industrial expansion plans and the orderly development of the various city airport facilities. Members will also encourage vocational training in the various aviation skills through Kiwanis sponsored Key Clubs and Circle K Clubs.



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 Snoop Jr., NAFEC, and Mark Weaver, Aeronautical Center.

Acting Administrator
Director, Office of Information Services
Chief, Employee Information Division
Layout/Production

DAVID D. THOMAS
CHARLES G. WARNICK
CLIFFORD CERNICK
GERNOT RASMUSSEN



A large crowd clusters at entrance to Headquarters building to welcome President.



The President speaks to assembled officials in Headquarters Building auditorium.

President Nixon Visits



As the President and DOT Secretary Volpe near entranceway, the President glances up at employees looking down at him from the front windows of the ten-story building.



Along his route into building, throngs scramble to shake the President's hand while photographers snap photos.

Here is the text of the President's speech before assembled top level Department of Transportation executives Feb. 11, 1969:

Mr. Secretary, Ladies and Gentlemen:

I first want to say that I am delighted to have the opportunity to speak to key members of this newest Department, and also to tell you, first, that I have great confidence in the new Secretary.

I know him better than most of you do. I know him as a man with great drive, great imagination—a man who will be looking for the new ideas that must come from this Department if it is to meet its mission.

I am sure that in terms of where that running head start is concerned, that as far as John Volpe looking at his record is involved, you don't have to be worried—he is going to be running. You just have to run to keep up with him. That, of course, in the Department of Transportation, is an essential.

In speaking to you I certainly would not want to impose on your time by trying to describe the mission of this Department adequately. I have had a chance to look at the organization charts in the Office of the Secretary. I know the various interests represented here, the various departments that have been pulled together in this newest Department of Government.

Speaking from my vantage point, the vantage point of one who sees the problems of people as a whole, I can very properly bring home to you the immense interest that the people of this country generally have in what you are doing.

I think sometimes in Government we have a tendency to become involved in our problems. The work can get tiring and sometimes seem not too rewarding. We don't get the publicity in some departments that we think we should have and perhaps sometimes we feel that it might not be worth it.

Transportation Has Wide Interest

I can assure you from my own experience, there is one subject that people across this country—regardless of what station in life they come from—are interested in: transportation and all of its aspects.

That was brought home to me very forcibly very early in the primary campaigns in one of the states I visited last year. I had a question and answer session afterwards. It happened to be in a particular city where there had been some problems with regard to transportation, people not getting into town—the railway had not been running in town, and that sort of thing.

After my opening remarks, I asked for questions and I expected the questions to be on such subjects as Vietnam, the gold flow and that sort of thing. The first question right out of the bag was, "What are you going to promise to those of us who don't get to work on time because of the transportation problem?"

In other words, across this country, whether it is the clogged-up freeways we have out in my home State of California, the Long Island Railroad not running on time to get commuters into New York City, whether it is the air traffic congestion which many of us experienced last summer during the slowdown, or whether it is the future in terms of what our failure to handle some of our transportation problems with more foresight will mean to us, the American people today are looking to this new Department for some new ideas and for some planning which will make our cities in which most of us will be living—even more of us will be living than at the present time—will make our cities more livable, when they may not be at this time or in the future.

Cites Aviation Growth

So, as you address yourself to your problems—whatever the department may be—I cannot emphasize more the importance of what you do: whether it is in terms of the highway program and its future; whether it is in terms of the development of our railroads, modernizing them not only in terms of freight but also perhaps even passenger capacity; whether it is in terms of rapid transit that affects all of our great urban centers; or whether it is in terms of the exciting new dimensions of air in which over the last five years we have seen the number of passengers who fly in a year go from 70 million to 126 million. In the next five years it will go from 126 million to 270 million.

In the last five years air freight has doubled. In the next five years it could double or even triple again. This is only a small indication, and always we have found that our estimates have been too low in regard to breakthroughs in air transportation. That is a small indication of the problem of the future.

As you know, because I knew that he had broad shoulders and liked difficult problems, we asked the Secretary and through the Secretary, this Department, to give us a recommendation on the SST. This is only one indication of the vital importance of the areas to which you are devoted.

Ocean Traffic Monitored

Incidentally, I want to make it very clear that having referred to railroads and having referred to air transportation and having referred to automobiles, I don't overlook the fact that you have jurisdiction to a considerable part of our ocean traffic, although the Department of Commerce will argue about some of that in the Maritime Commission.

But what we want from the Secretary, and what the Secretary and his top advisors who sit down here in these front rows have indicated that they are here to provide, is a new transportation policy which will look forward to what this country is going to be like ten years from now and twenty years from now, and



Building auditorium. Afterward, he shook hands with most of those assembled.



DOT Secretary John Volpe completes his introduction of the President at gathering of key officials of FAA and other operating administrations of DOT in auditorium.

Visits Headquarters

then rather than just having it grow like Topsy and having our cities clogged and our airplanes so filled that it is no longer safe to travel by air, or if it is safe, we are delayed too much in getting there because of the traffic, whatever the problem may be, trying to find new answers, better answers for this vital area of transportation.

Because, as we look at the environment Americans are going to be living in, I think transportation plays as vital a role as any other single entity can play. I am aware of this. I know that you are more aware of it than I am.

What I want to bring to this group of top leaders in this Department is the sense of urgency I feel and I believe the American people feel with regard to what you are doing.

One other point I want to make is something that I tried to say at each one of the departments and I want to emphasize it here, too. In this room are the leaders. As far as the leaders are concerned, only very few of them have been appointed by the new Administration.

Civil Servants Dedicated

I realize that throughout this room the great majority are people who have given their lives to Government service. They are what are called the career civil servants of the Federal Government. I know that as far as the success of this Department is concerned, it will depend upon the kind of leadership that you get from the Secretary, from the Assistant Secretaries and from the Under Secretaries that have been appointed by this Administration.

But I know that no matter how imaginative they are, how creative they are, how bold they are in their thinking, how ever many new ideas that they get, that they cannot succeed without the support and the enthusiastic support of the top career leaders who sit behind them in the rows all down here.

Having said that to you, I know that you cannot succeed in carrying out this mission unless you have the support and also the enthusiastic dedication of thousands and tens of thousands of career people I saw in the halls—the secretaries, the people in the lower grade classifications who are trying to move up in Government and who have given their lives to Government, as you have given yours to Government.

Every Person Matters

I feel that we need throughout our Federal Government service a new sense of not only dedication to our jobs, but also I think from the very top, let's let every person working with us know that he matters and what he or she does is contributing to, not only the better running of this Department, but also a better nation for all of us.

I think the best example that I have found and I have used it before, but I think it is worth repeating

here because it is in one area of transportation in a sense—the whole area of space. It was when our astronauts came into my office recently and I was, of course, saying the usual things which we say to them for their amazing exploits.

The response was that they actually could not have done what they have done except for 400,000 people who worked in the APOLLO program in one way or another, and also pointing out the fact that two million parts were in that APOLLO spacecraft.

Productive 'Pyramid'

So what do we see? At the top we see three astronauts going on the exciting voyage around the moon. Then we see 400,000 people, people that most of them, none of them, will ever meet and none of us will have the chance to thank, working on this intricate little part or the other. But the success of the flight is going to depend upon every one of those parts.

I think if there is some way we could get across to all of the people in Government that however boring their job may seem to be—the writing of letters, for example, and getting out forms or whatever the case might be—that all of this matters.

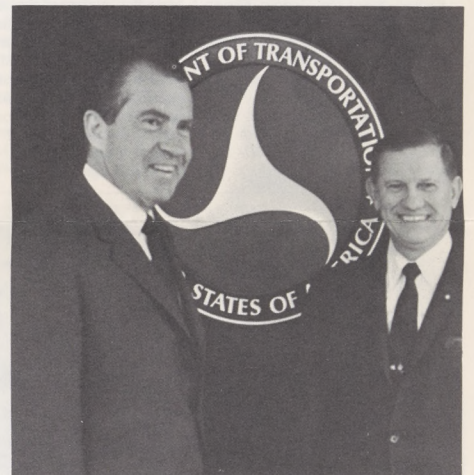
I think if we can have that sense of a new dedication and pride in being an employee of this great Government of ours—the Federal Government—I think if we can instill that it is going to mean more efficiency, more productivity and certainly it is going to mean—at the end of whatever our term of office may be—for you or for us, it is going to be a sense of realization that we otherwise would not have.

A Sense of Pride

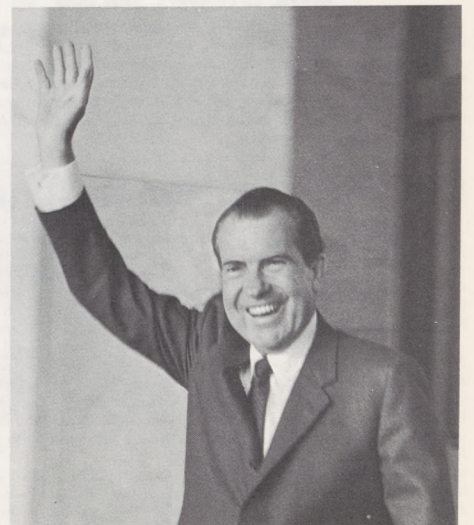
I just want to say in conclusion that I spent, as most of you know, a great number of my adult years in the service of the Federal Government. When I was not in the service of the Federal Government it was usually not my own choice. But having been in the service of the Federal Government in the United States Navy for three and a half years, for almost a year and a half in the Office of Price Administration before I went into the Navy, then four years in the House, eight years in the Senate and eight years as Vice President. I always had a sense of pride about it, a sense of pride that I had that opportunity.

I know you will feel that way and particularly those of you who have given your lives to Government service. That is why I am visiting every one of these departments, because I want the top leaders in the department to carry back to the people who work with you and for you and for us the message that everything they do does count, that in this Administration we appreciate what they are doing. We are going to support them and we will appreciate their support as well.

Thank you.



On tour of the building, the President and Secretary of Transportation John Volpe stop before large DOT emblem.



Following his visit, the President waves to gathered throngs.



Bowman

Erv Kreischer, electronics technician in the Airway Facilities Branch, Albuquerque Area Office, has been elected vice president of the National Field Archery Association. He previously served as president of the New Mexico Field Archery Assn.

Couple to Bid Farewell To 'Old Friend': DCA

By Don Byers

WASHINGTON—Two employees who watched the growth of Washington National Airport from front row seats since it opened 28 years ago will bid it good-bye later this year.

Mr. and Mrs. Jesse Turner are planning their retirement with a twinge of regret. Apart from the rewarding careers it made possible, the Turners have a special fondness for the airport—it brought them together.

Turner, now assistant General Foreman and Special Assistant to the Chief of Maintenance and Engineering, was hired as a painter-

decorator shortly before the airport opened in 1941.

He was helping unload airport equipment from a boxcar in the Rosslyn, Va., yards when he lost his balance and literally tumbled into matrimony.

Though he wasn't injured seriously, the six-foot plunge lacerated his palm. He reported promptly to the First Aid Station where the future Mrs. Turner was just beginning her career as a nurse.

"Jesse's hand healed quickly, but he kept coming back," Elizabeth (Betty) Turner said with a smile.

The new Mrs. Turner stayed on at Washington National and saw the First Aid Branch expand from a six-stretcher, one-ambulance facility having "little more than aspirin and iodine" to the equivalent of two fully-equipped field hospitals with 106 stretchers, a modern ambulance, a mobile aid station and a heart-lung resuscitator. Mrs. Turner now is Supervisory Nurse at the facility.

Recalls DC-3's Heyday

Turner recalls opening day at Washington National with pride and remembers how it was advertised as being "able to handle the largest, most modern airplane in the commercial inventory—the DC-3."

He also remembers that all of



Fond Farewell

When prospective retirees Mr. and Mrs. Jesse Turner say farewell to Washington National Airport after more than a quarter of a century on the job there, it will be like saying "good-bye" to a friend. The airport (seen in background photo) brought the couple together, in a manner of speaking.

the flights of the three airlines then serving the nation's capital were comfortably handled by a few gate positions in front of the main terminal building, a section now almost obscured by a jumble of additions, wings and extensions.

With the arrival of World War II, operations soared and gun emplacements were dug around Washington National's perimeter. Turner helped construct barracks, a chapel and the MATS terminal, now used

for general aviation operations.

Considering what the airport has meant to them, leaving it will not be routine for the couple.

"Sometimes I wonder if I wouldn't rather be looking forward to retirement than backward at it," Betty Turner confessed.

Turner shares this feeling. "The best thing about my 28 years at Washington National was all the wonderful people I met," he said. "One in particular."

Products for Firefighting Get NAFEC Evaluation

ATLANTIC CITY—Optimum discharge rates and relative effectiveness of foam liquids and dry chemical powders for extinguishing large aircraft fuel fires have been determined by a NAFEC engineer.

Project manager George Geyer reports that full-scale fire tests of six different foam agents and three dry chemicals were evaluated separately and in various combinations. In test fires under controlled conditions three types of fuel were used—Jet A, JP-4, and aviation gas—in circular pools of 40-, 60- and 80-foot diameters.

Tests were conducted at NAFEC and Dulles International Airport, as part of an agency program to provide standards for evaluating fire protection at airports.

An additional aim was to determine the minimum size and cost of equipment for fighting airport fires.

The report issued on the tests of different liquids and powders, "Foam and Dry Chemical Application Experiments," NA 68-34, gives the time required to control various sizes and types of fuel fires using different agents, quantities and discharge rates.



Saved Taxpayers \$60,000

For spotting a way to get cheaper electric rates for certain government activities in Virginia, Clinton Walker, (left) of the Procurement Operations Division, Logistics Service, Washington, received cash awards totaling \$1,750. Walker is congratulated by Donald King, Director, Logistics Service. The General Services Administration adopted Walker's suggestion and foresees annual savings of \$60,000 to be shared by the FAA, the GSA and the District of Columbia government.

City Fathers Honor Jones

CALLAHAN, Fla.—For more than three years of outstanding community service, Don Jones, a controller at the Jacksonville Center, has received Callahan's Award for Outstanding Public Service.

In ceremonies at Town Hall, Mayor Hollis Ray referred to Jones as "one of Nassau County's outstanding citizens and one who reflects great credit on the FAA for untiring efforts in community affairs." At various times, Jones served as the town's Finance Director, Civil Defense Coordinator, and Police Commissioner.

Mayor Ray also praised Mrs.

Jones for her community work. During their eight years' residence in Callahan, Mrs. Jones was active in several civic organizations. She served as a substitute school teacher, secretary of the Parent-Teacher Association and president of a church group.

Mayor Ray expressed regrets that the Jones family would be leaving the community. Jones is transferring to a new position in the Memphis Center.

Jones, the father of six daughters, joined FAA in 1961 as an air traffic control specialist at the Jacksonville Center.

FSS Pair Speeds Aid to Trio on Boat

RONKONKOMA, N.Y.—For assisting in the rescue of three occupants of a small boat foundering in heavy seas off Long Island, two New York FSS employees and a private pilot recently received the Eastern Region's "We Point With Pride" award.

The plaques went to FSS employees George Sotcheff and Carl Negron, and to private pilot Andrew Sage.

Flying over Long Island Sound, Sage spotted a boat showing a distress signal and notified the New York FSS. Sotcheff and Negron quickly established the plane's location and alerted the Coast Guard.

The Coast Guard dispatched a rescue vessel and shortly afterward notified the FSS that the disabled boat's three occupants had been rescued and were unharmed though a bit shaken. The rescue vessel then towed the small boat ashore.



Rescuers Recognized

Three men who helped rescue the occupants of a skiff in distress receive plaques and the congratulations of Walter Buechler, Chief, Air Traffic Branch, New York City Area Office. Award recipients (from left) are: Carl Negron and George Sotcheff of the New York FSS and Andrew Sage, a private pilot. At right is Louis Horvath, Chief of the New York FSS.



For Excellence

Professional competence and personal dedication reflected by each member of the Office of Budget staff merited award of the Certificate of Achievement to that Office. Acting Administrator D. D. Thomas presented the award to the Director of Budget, James Dow (right). Clarke Harper, Associate Administrator for Administration (left), attended.


FAA Helps Nab Aircraft Sniper


MURFREESBORO, Tenn.—Though the agency prides itself on being the "friendly" FAA, it means business when it comes to insuring air safety.

Local FAA officials worked closely with law enforcement officers here in swiftly bringing to justice a sniper who had been taking potshots at light aircraft flying in the vicinity of his home. When six rifle shots were fired recently at a plane in the normal traffic pattern at Municipal Airport, the source was quickly pinpointed by the state policeman flying the plane, cooperating with the FAA and other authorities on the ground.

The man was apprehended and was charged with assault.

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?

Question: The Departments of Agriculture and Navy have placed in operation a "trial retirement" plan. What is FAA policy on this?

Answer: FAA is reviewing trial retirement plans initiated by several other agencies to determine their practicality and applicability to its highly specialized work force. Up to this time, there has been no decision to adopt such a plan in FAA. Don't expect any early action on such a plan for two reasons: the average age of the FAA work force is quite young, and a retirement counseling program under development will, hopefully, allay most of the concerns and apprehensions about retiring which make a trial retirement plan seem attractive in the first place.

I have four questions:
Question: (1) What is agency policy on utilization of electronics technicians (relief)?

Answer: Electronics technician (relief) positions provide flexibility and a degree of continuity in the staffing structure of the sectors. A relief technician's principal function is to perform the duties and assume the responsibilities of a permanent position to which he is temporarily assigned. The relief technician assigned to a position in this manner will be expected to perform all the duties of the position. This includes working regularly scheduled hours and accepting responsibility for telephone availability and call-back duty.

Question: (2) What is considered a reasonable amount of time for an electronics technician to arrive at a facility on call-back?

Answer: Although local practices vary, a rule of thumb has existed for years that two hours is the maximum time to respond to a call-back. The new Order 6030.31, "Restoration of Operating Facilities," defines these time limitations based upon local operating requirements and provides guidelines for obtaining services of off-duty technicians. Properly used, these new guidelines will provide a balance between the best utilization of manpower and minimal restrictions on employees' free time.

Question: (3) Can an electronics technician (relief) be required to remain at his temporary duty location during his regular days off?

Answer: Yes, if his services are required as a function of his temporary assignment. This includes availability for call-back or scheduled overtime.

Question: (4) Can an electronics technician with an assigned workload be required to perform call-back duty when this is not stipulated in his position description?

Answer: Yes, an electronics technician can be required to perform call-back duty when necessary.

Call-back duty requires employees to work hours other than normal working hours and is an implicit part of the job. Most of us have duties not spelled out in the position description, particularly when they are not grade controlling.

Question: In an Eastern Region Intercom item of Aug. 5, it was implied that there is no requirement that a controller's shift schedule provide a maximum of six consecutive work days prior to a day off. 7230.1, paragraph 212.1, states that controller specialists shall not work more than six consecutive eight-hour days without a calendar day off. I have two questions: (1) Is 7230.1 still agency policy?

Answer: (1) Yes, Handbook 7230.1 contains agency policy as well as guidelines. It states that a controller shall not work more than six consecutive days without a day off, "except in an emergency." Therefore, in cases of emergency, control personnel may be required to work more than six consecutive days. But they may not be required to work more than ten consecutive hours without an off-duty period of at least eight hours between shifts. The personnel affected by the above order are those performing work at assistant or controller positions of the operation. Of course, other AT personnel not in control-type positions may be required to work more than six consecutive days under certain circumstances.

Question: (2) Does this policy apply to flight service specialists who are titled air traffic control specialists?

Answer: (2) Yes, air traffic control specialists, all options (station, tower, and center), are subject to the above policy.

Question: Can you give me some idea of how long it takes before a Direct Line inquiry is answered in Horizons?

Answer: Inquiries are acknowledged immediately. Currently, it is taking about four months from receipt of a question until its publication. Several factors affect this, including the volume of inquiries received, the limit of two columns in each issue of Horizons, the two-week lead time required for setting up and printing each issue, and the time needed to collect pertinent information.

Winners

(Continued from Page 1)

Southern, Jesse Maxwell, Delta Beechcraft; *Southwest*, James Delahoussaye, Paul Fournet Air Service; *Western*, Earl Severns, Robertson Aircraft Corp.; *Alaskan*, C. G. (Slim) Walston, Anchorage Propeller Service; *Pacific*, Andrew Caserio, Aloha Airlines; and *Eastern*, Kenneth Reichel, Jones and Laughlin Steel Corp.

Housewives Take 'Disaster Course'

WAKE ISLAND—Should a major disaster ever strike Wake Island, nine housewives on this remote island will be ready to provide medical assistance to the injured. They are the first to complete the Medical Self-Help Course currently being offered to wives of FAA employees.

The course instructor was Earl Harris, a Wake Island policeman who was formerly an Army rescue team leader and disaster keyman. He trained the group in methods of bleeding-control and bandaging, first-aid treatment of fractures, use of splints, artificial respiration and care of infant-child patients.

At a special ceremony, Area Manager George LaCaille presented Self-Help Certificates to these nine FAA wives: Mrs. Verna Abeita, Mrs. Jewel Reyes, Mrs. Violeta Bolibol, Mrs. Inday Vitor, Mrs. Violet Takahama, Mrs. Jeannie Fogarty, Mrs. Irene Linder, Mrs. Mae Yoshimura and Mrs. Frances Banjago.



Set for Disaster

The eight wives of FAA employees on Wake Island shown here were among the nine island residents who received Medical Self-Help Course certificates from Wake Island Area Manager George LaCaille (right). Course instructor was Earl Harris (left).

They're 'Going to Dogs'

ALBUQUERQUE—A group of Albuquerque Center controllers has literally gone to the dogs—after working hours, that is.

And it's all for the excitement of racing.

The men organized Warber Kennels and are in the greyhound racing business. They are picking up a few purses at the dog races.

Out of an investment in six pups from a Kansas breeder, three qual-

ified for the track. Currently running at the Phoenix Greyhound Park, the three—Endplay, Demus and Warberfly—are already in the place and show money.

The greyhound buffs, whose first initials form the name Warber Kennels, are: Warren Sylvester, Anthony Kowalchuk, Richard Ridley, Bernard McEntee, Evan Miether, Robert Gibson and Robert Underwood.



Leave the Racing to Us

Albuquerque Center controllers Warren Sylvester (left) and Bernard McEntee show their racing greyhounds, three of which have run in the money at Phoenix. At center is Mrs. Evan B. Miether, wife of another controller in the racing group.



Obstacles? No Sweat!

The four electronics technicians flanked by Boston Area Manager William Cullinan, Jr. (right) and Boston Area Airway Facilities Branch Chief L. B. Dettinger (left) were among the 10 AFS staff members at Quonset Point, R.I. NAS who recently received Special Service Awards for top performance. They are: (from left) Vincent Calise, David Nelson, Joseph Ruszenas and Paul Tully, AFS Chief.



Another Tower Moves

As a footnote to the report on relocation of the Oshkosh Tower, (Horizons, Feb. 3), the Abilene, Tex., Airport Tower's 500-ton building took only a day to move a mile down the runway. Another day and it was moved another 300 feet across a sodded area to its new site. James Bearden, RAPCON-Tower Chief, and V. B. Humphreys, FSS Chief, are conducting business from temporary facilities.

AFS Staff Cited For Achievement 'Under Pressure'

QUONSET POINT, R.I.—Despite serious understaffing, ten electronics technicians assigned to the Naval Air Station here turned in top performances in maintaining five highly complex facilities.

For their outstanding work in the face of obstacles, Special Service Awards were presented recently to the technicians by William Cullinan, Jr., Boston Area Manager.

The facilities on which the technicians worked included two primary radars, two secondary radars and the IFR room in the Radar Air Traffic Control Center (RATCC).

Award winners besides the chief of the Quonset Point Airway Facilities Sector, Paul Tully, were: Vincent Calise, David Nelson, Joseph Ruszenas, Alan Clochrie, Vincent Coletta, John Daneau, Dominick De Cristofano, Howard Gardner and Louis Menna.

—Photo courtesy U.S. Navy

Agency Safety Record Exceeds National Goals

WASHINGTON—Combined efforts of employees, supervisors and managers have resulted in FAA achieving the interim goals for Mission Safety-70, a nationwide Federal program to reduce the injury rate by at least 30 per cent before 1970.

"Congratulations are in order for all FAA employees," said E. J. Anderson, Acting Associate Administrator for Personnel and Training. "The FAA has achieved one of the most enviable safety records in the Federal Government."

Anderson said fiscal year 1968 marked the third consecutive year with a reduction in the rate of disabling injuries occurring to FAA employees on the job. Through the first half of this fiscal year, the injury rate continued to decline.

Each year since the program began, the FAA has exceeded Mission Safety-70 goals. The 1966 goal was 3.1 disabling injuries per million man-hours worked; the FAA's actual injury rate was 3.0. The 1967 goal was 2.7; the FAA achieved 2.6. The 1968 goal was 2.6; the FAA actual rate was 2.1. The 1969 fiscal year goal is 2.4. For the first half of the year, the

FAA's actual injury rate was 2.0.

The FAA Occupational Safety Program, established in 1961, stresses management responsibility and the fact that safety is an integral part of all work. Supervisors and employees have vital roles in the program. No single event can explain the continuing improvement in FAA accident rates. The consideration of accident prevention in the planning and conduct of all programs is producing measurable results.

"As the target date of Mission Safety-70 comes closer, further reductions will become increasingly difficult," Anderson said. "Progress does not take place without change. We must be willing to review policies, procedures and practices of long standing to eliminate accident-producing situations."

"The voice of safety is stronger in the Nation now than ever before. It is only appropriate that leaders in accident prevention such as the Department of Transportation and FAA should take and maintain the lead in Mission Safety-70 and in internal safety programs."

"Let's keep up the good work—safely."



Still Going Strong

Three decades and a career milestone are marked by presentation of a 30-year service pin to Clebert Washburn (center), an electronics technician at the Benton, Pa. AFS, by Sector Chief J. J. Gerchak (left) as D. E. Smith, Systems Supervisor, looks on. Washburn helps maintain the joint use radar providing air traffic data to the New York Center.

ILS Check System Devised

WASHINGTON—A new, highly accurate, relatively simple technique for flight inspecting instrument landing systems has been developed by the Systems Research and Development Service.

The technique, known as the Flight Inspection Positioning System (FIPS), was built for FAA by the Aerospace Division of Westinghouse Defense and Space Center under contract, and was recently flight tested. The system was found capable of establishing the continuous, precise angular position of the inspection aircraft, thus providing a means for calibrating the most sophisticated (Category III) ILS.

The new technique also can be employed as a precision landing system with pilot-selectable glide path, a fact demonstrated with the feasibility model.

The system consists of two ground transmitters and an airborne receiver, which gives real-

time data readout in the flight inspection aircraft. One ground unit is installed near the ILS localizer antenna for horizontal angular measurement and the other near the ILS glide slope antenna for vertical angular information.

Determining the actual precise position of the inspecting aircraft has always been somewhat of a problem, particularly under poor visibility conditions. FIPS has all-weather capability and minimizes the effects of ground reflections. The system was successfully tested at NAFEC and later at Pittsburgh, where it demonstrated satisfactory operation even at that difficult site.

Full details of the development and description of the feasibility model FIPS are reported in SRDS report No. RD-68-45, "ILS Flight Inspection Positioning System."

Progress is now under way toward development of an advanced engineering model using digital techniques.



Boss's Day

Secretaries to Central Region Division Chiefs and Staff Officers recently took time out to honor their bosses at an informal luncheon at which each secretary presented a gag gift to her boss. Enjoying the occasion are (top photo, left to right): Alan Glass, Chief, Airway Facilities Division, and secretary Betty Kates; Jim Kemery, Chief, Regional Communications Control Center, and secretary Chrys Hamilton; Browning Adams, Chief, Flight Standards Division, and secretary Pauline Hinson; and Earl Skolaut, Employee Development Officer, who served as master of ceremonies for the festivities. In bottom photo, Regional Director Edward Marsh receives a handy bottle of "Doc Wackey's Executive Pills for Decision Delirium" from Secretary Wilma Dembroski.

Visit to Tower Assists Delinquent Youngsters

SAN FRANCISCO—For helping delinquent youngsters toward a better life, the San Francisco Tower recently received kudos from the San Mateo County Probation Department.

Tower personnel worked with the Probation Department in arranging a special tour as a way of allowing the youngsters to glimpse an interesting work environment.

"These youngsters have experienced many failures in contacts with the adult world and various social institutions," said Charles Coggeshall, assistant probation officer. "Visits such as this help fill the void in the individual backgrounds with positive experiences and contacts. Trips such as the

tower visit help broaden these young men and, hopefully, lead to self-examination of personal goals and motivation."

Coggeshall singled out Neil Hansen, the controller who conducted the tour, for special commendation. Before the tour, Hansen showed the group the film, "A Traveler Meets Air Traffic Control," and described Bay Area air traffic control procedures. The group then visited the tower cab for a firsthand look.

"We appreciate the warm, human manner in which the tour was conducted," Coggeshall wrote Tower Chief Norm Merkel. "The visit was educationally stimulating and obviously pleased all the young men participating."



'Sky King' Visits

TV-movie personality and pilot Kirby Grant (left) better known as TV's "Sky King," was the honored guest of Don (Sky) King, Denver Center controller, for dinner and a guided tour of the Denver Center in Longmont. The FAA controller invited Grant to come to the Center. The two Kings are not related.

REPORTS and PAPERS

Air Traffic Control Communications, Meier, Robert W., 1969 Winter Convention on Aerospace and Electronic Systems (WINCON), IEEE, Los Angeles, Feb. 11-13, 1969. Source: RD-52.

Airborne Collision Prevention, Robert M. Buck, 1969 Winter Convention on Aerospace and Electronic Systems (WINCON), IEEE, Los Angeles, Feb. 12, 1969. RD-52.

Sealants for Saw Kerfs in Flexible Pavements, Systems Research and Development Service contract report RD-68-33, prepared by John P. Cook and Chris Seibel, Jr., Cincinnati, Dec. 1968. TAD-484.3.

Evaluation of Multi-Transmissometer Systems, Systems Research and Development Service contract report RD-48-49, prepared by Ernest E. Schlatter and Matthew Lefkowitz, Environmental Science Services Administration, Atlantic City, Aug. 1968. TAD-484.3.

Development of Airborne Time/Frequency Range/Altitude Monitor, Systems Research and Development Service contract report RD-68-39, prepared by Richard A. Horn, National Company, Inc., Melrose, Mass., June 1968. TAD-484.3.

ILS Flight Inspection Positioning System, System Research and Development Service contract report RD-68-45, prepared by C. H. Grauling, Jr., Westinghouse Defense and Space Center, Baltimore, July 1968. TAD-484.3.

Theoretical and Experimental Investigation of Parasitic Loop Counterpoise Antennas, SRDS technical report 68-50 (Final Report), prepared by D. L. Sengupta, J. E. Ferris, and V. H. Weston of The University of Michigan Radiation Laboratory, Ann Arbor, Mich.; Sept. 1968. TAD-484.3.

Computer/Simulation Study of Air-Derived Separation Assurance Systems in Multiple Aircraft Environment, SRDS technical report RD-68-34 (Third Interim Report), prepared by John Holt, Lee Belden and William Jameson of Collins Radio Company, Cedar Rapids, Iowa; July 1968. TAD-484.3.

Aircraft VHF Antenna for Satellite Communications Tests, SRDS technical report RD-68-32 (Final Report), prepared by B. J. Bittner of Kaman Nuclear, Colorado Springs, July 1968. TAD-484.3.

Test and Evaluation of VHF/UHF Antennas, SRDS technical report NA-68-1 (RD-67-60, Final Report), prepared by James G. Dong; National Aviation Facilities Experimental Center, Atlantic City, Nov. 1968. TAD-484.3.

Graphic Simulation Study of Sites for a Third Chicago Metropolitan Airport, Rossiter, Sidney B., Systems Research and Development Service Report NA-68-15 (RD-68-41), National Aviation Facilities Experimental Center, Atlantic City, August 1968. TAD-484.3.

Radio Theodolite Placement Criteria For Glide Path Measurement, McFarland, Richard H., Systems Research and Development Service contract report RD-69-4, Ohio University, Athens, Ohio, January 1969. TAD-484.3.