



### Vietnam VIP

In Washington to negotiate a bilateral air agreement with the U. S. was the Director of Civil Aviation in Vietnam, Nguyen Dinh Lan. During his recent FAA visit, he discussed various aspects of the Vietnam Aviation Technical Assistance Program with Administrator John H. Shaffer (right), and Charles O. Cary, Assistant Administrator for International Aviation Affairs.

## Agency-Industry Meet Scheduled April 23-25

WASHINGTON—The first industry-government National Aviation System Planning Review Conference has been rescheduled and will be held here April 23-25.

The conference will provide a forum for users of the aviation system to discuss future plans and policies for the National Aviation System and give the FAA fuller utilization of the resources of industry.

Prior to the conference, the FAA will issue its two-volume National Aviation System Plan. Book One will detail FAA policy and standards and will include a bibliography. Book Two will outline FAA's long-range plans for the National Aviation System. Both books will be updated annually to include inputs from industry and to reflect policy changes in planning, technology and demand, among other factors. Copies of the Plan will be mailed to registrants.

Following keynote addresses by Secretary Volpe and FAA Adminis-

trator Shaffer in a plenary session on the opening day, the conference will feature seminars covering subjects included in the National Aviation System Plan.

The eight seminars now include: en route air traffic control, flight services, aviation forecasting, Airway System cost allocation, communications, airport capacity, terminal air traffic control, and airport systems and standards.

On the final day of the conference, results of the meetings will be summarized and procedures will be outlined which conferees may use in submitting proposals and conducting research for consideration in the six months following the conference in order to update the next Plan.

Discussions at the conference, together with documented proposals submitted by the aviation industry, will be considered by the FAA in developing a new National Aviation System Plan to be published early in 1970.

## Chicago-O'Hare Still Busiest Hub; Los Angeles Regains Second Spot

WASHINGTON—By logging 690,810 operations (takeoffs and landings) for calendar 1968, Chicago-O'Hare International Airport again ranks as the nation's busiest airport, having been number one since 1962. Back in second place, after an absence of five years, is Los Angeles International Airport which displaced Opa Locka, Fla., by logging 594,486 operations against the Florida airport's 563,618.

The annual "FAA Air Activity Report for 1968," now available, gives vital statistics and standings of the nation's busy airports, and with it the reader can trace the surging return of the L.A. facility—second busiest in 1962 and 1963, slipping back to eighth in 1966 and sixth in 1967.

Other rankings in the top ten include:

- **Van Nuys, Calif.**, which retained the third spot it held in both 1966 and 1967, with 567,973 operations.
- **Opa Locka, Fla.**, which dropped from second place to fourth, with 563,618 operations.
- **Fort Lauderdale, Fla.**, which made the top ten only a year ago by ranking No. 4, drops to fifth, with 517,848 operations.
- **Santa Ana, Calif.**, which jumped from 13th to sixth, with 512,973 operations.

### JFK Down in Activity

• **Long Beach, Calif.**, in seventh place with 496,917 operations, and John F. Kennedy, N.Y., in eighth with 465,120 operations, both continue to decline in rank. Four years ago they were second and fourth, respectively. In 1967, they were fifth and seventh.

• **Minneapolis' Flying Cloud Airport** jumped from 15th to ninth, with 446,198 operations.

• **Tamiami, Fla.**, which was tenth in 1966 but dropped to 23rd in 1967 and is now back to tenth, with 438,916 operations.

Chicago-O'Hare and Los Angeles International also ranked one-two in the number of airline operations, with 628,632 and 438,386 respectively; instrument operations with 702,009 and 477,525; and itinerant operations, which exclude purely local flights, 689,925 and 577,193.

Van Nuys led in the number of general aviation itinerant operations with 317,816. Opa Locka was second with 301,610, and Long Beach third with 280,513.

The number of airport towers staffed by FAA in 1968 was 322, compared with 313 in 1967 and 213 in 1958. Fifteen towers each handled more than 400,000 operations, compared with 10 in 1967. The total number of operations handled by the 322 towers was 55,292,035—an 11 per cent increase over the 49,886,840 logged in 1967.

### Centers Break 1.5 Million

As for the Air Route Traffic Control Centers, three each handled more than 1.5 million aircraft under Instrument Flight Rules (IFR)

(Continued on page 7)

## Battle Zone Tower Jobs Recalled by Technician

CHARLESTON, S. C.—Constructing control towers under primitive conditions within range of enemy sniper fire is now part of the work experience of Thomas Wallace, electro-mechanical technician. Wallace, who recently returned to the Charleston Airway Facilities Sector following a year's overseas assignment, was a member of FAA's volunteer construction team which built some 20 control towers in South Vietnam. During his year in Vietnam he came under enemy fire on several occasions.

On one occasion, Wallace's quarters and all of his belongings were destroyed by Viet Cong rockets. He escaped uninjured, but sparsely clad. "After the attack, my total possessions consisted of one pair of shorts," he said.

"Small bands of Viet Cong were never far away and it was standard

practice when driving to close all windows to keep grenades from being lobbed into the car," he recalls.

In recognition of his service in combat areas, Wallace recently was awarded the agency's Vietnam Medal. The presentation was made by Chester W. Wells, Atlanta Area Manager.

The Vietnam medal is the agency's tangible way of showing appreciation and giving recognition to all employees who served a year or more in South Vietnam.

Agency employees in Vietnam work largely under the same combat conditions and are subject to field duty as hazardous and primitive as that faced by tactical military forces. FAA employees have, at times, lived in trenches. During off-duty hours, they have frequently worked to help restore bombed-out facilities.



### Remembers Snipers

In recognition of a year's service in South Vietnam, the FAA Vietnam Medal was presented to Thomas Wallace (right), electro-mechanical technician at the Charleston, S. C., Airway Facilities Sector by Chester W. Wells, Atlanta Area Manager. Wallace says he won't soon forget the snipers which kept tower construction from becoming routine.

## Separation System Tested

ATLANTIC CITY—Recent flight and laboratory tests of three types of airborne air-to-air ranging systems—distance measuring equipment, airborne beacon and time frequency—indicate each is suitable for providing separation data for airplanes on transoceanic routes.

The tests, supervised by Anthony Bradley and Ronald Bassford of NAFEC, confirmed results obtained in an earlier simulation which determined the capabilities and limitations of each system and established operational procedures and cockpit displays required.



### Time Moves Ahead

Reminding you that Daylight Saving Time begins officially at 2 a.m. Sunday, April 27 is winsome Brenda Wenger, secretary in the Motion Picture Branch at Headquarters. So that you don't lose any sleep, Brenda suggests moving home clocks ahead that Saturday night.

Photo by Thom Hook

Great Falls Barge on one of the canals in the Washington vicinity provides tourists with an unforgettable trip. It, too, is a GSI activity.

## At Your Service:

**GSI**  
GOVERNMENT SERVICES, INC.  
**UTWI**



If you have eaten a meal at a cafeteria in a Washington federal building, visited the Washington Monument, enjoyed a tour of the Great Smoky Mountains or ridden the Bear Creek Junction scenic railway in Graham County, N.C., chances are you've come in contact with a little-known organization whose middle name is service: Government Services Inc. (GSI).

The bulk of GSI's business is centered in Washington where it serves more than 170,000 patrons daily in its cafeterias and snack bars, including those at FAA Headquarters. GSI is also the prime contractor for FAA's garage, which has attendant parking, and for the barber shop.

Apart from its eating facilities, GSI operates such Washington-area enterprises as: the Indian Room in the Interior Department Building, where handicrafts are sold; three tennis court complexes; the souvenir shop at the Washington Monument grounds; the Swan Boats and Paddle Boats at the Tidal Basin; the Columbia Island Marina at the Pentagon Lagoon; Thompson's Boat Center; the West Potomac Park Pony Rides; the Chesapeake & Ohio Canal Barge; and the kiosks at the Lincoln Memorial and the Ellipse.

### Operations Range Southward

Two North Carolina enterprises are conducted by GSI: the Fontana Dam resort and recreational area in the Great Smoky Mountains, which GSI developed at the request of TVA, and the Bear Creek Junction scenic railroad in Graham County.

Despite the fact that GSI has more than 3,000 employees and did more than \$21 million in business in 1967, the scope of GSI activity is comparatively unknown among government employees—the chief beneficiaries of its services.

GSI is an independent private corporation, operating only under contracts with government agencies, by government request and on government property. It receives no government subsidy and its members and trustees receive no payment of any sort. All its

earnings over costs go into expansion and improvements. It pays taxes just like any other business, and each year donates a budgeted amount of its revenues to welfare and recreational associations of government employees in buildings where GSI operates. For example, the FA Club at Headquarters received approximately \$2,300 last year.

GSI's origins date back to World War I when government offices were housed in many temporary buildings far removed from restaurants, cafeterias or drug-store soda fountains. For the thousands of new employees brought to work for the Government in Washington in 1917 and 1918, the simple act of getting something to eat was quite a problem. During that time, many private concessionaires provided some semblance of meal service. However, after demobilization went into effect, concessionaires started losing money and got out, leaving Government employees to fend for themselves.

A group of dedicated and service-minded Government employees came to the rescue by deciding to try their hand at the concessionaire business. They called themselves the Joint Welfare Service. They had no capital—just courage and a willingness to serve.

In 1926, JWS was taken over by the newly-incorporated Welfare and Recreational Association of the Public Buildings and Ground Service, an organization enthusiastically approved by the Bureau of the Budget and the Comptroller General. In 1945, the corporation's name was changed to Government Services, Inc.

### Board Serves Sans Pay

GSI's board of 11 trustees is made up of active or retired government officials plus 65 other active members representing federal agencies in buildings where GSI has services. All serve without pay.

John B. (Jack) Hogan, Deputy Director of FAA's Logistics Service, has been on the board of trustees

since his days in the Office of Headquarters Operations, back in 1964.

GSI strives constantly to provide quality food and service at the lowest possible price. Last September, an increase in food prices was required because of an increase in salaries paid food service workers in GSI cafeterias, as required by a Department of Labor ruling. Because of rapidly rising costs of labor, food and supplies, GSI would have faced a loss exceeding \$1,500,000 had not food costs been increased.

### Service Mandatory

Under an agreement with the government, GSI must, if requested, provide service to Government agencies anywhere in the Washington Metropolitan area—both downtown and outlying. Losses incurred in less busy areas must be made up by profits made elsewhere, achieving an overall balance of costs and profits. Commercial enterprises generally are not interested in providing such service since they are interested only in profitable locations.

In looking over GSI food services operations, representatives of foreign countries were amazed to see how cafeterias and snack bars, feeding thousands of Government employees, are run without Government subsidy. GSI is unique in this aspect.

Though GSI does not pay rent as such, it pays the General Services Administration a franchise fee of 1½ per cent of gross revenue. GSI also pays for utilities, equipment and repairs.

Over the years, each GSI division has been self-supporting, providing funds for expansion. When a given division operates at a loss, it draws on earnings from prior years; without such accumulated earnings the Corporation's existence would have been in jeopardy. Net profit from GSI operations in 1967 was \$145,749. General overhead was only four per cent.

Operating without fanfare, GSI today stands on a record of service to government employees and the general public dating back more than three decades.



The bulk of GSI's business is in the operation of Washington, D.C., cafeterias and concessions. This photo was taken at the FAA cafeteria on the second floor of Headquarters.



The Columbia Island Marina at the Pentagon Lagoon is another GSI venture.



Canoes can be rented and stored and training for college scull races can be watched at the new Thompson's Boat Center, operated in Washington by GSI.

# School Seniors Become 'Employees For a Day'

RED BLUFF, Calif.—Making a radio check while airborne, monitoring a simulated emergency DF in the control room, making weather reports and handling contacts with aircraft—these were among the many things a group of 11 local high school seniors did during a recent "Youth-in-Government Day" visit to the Red Bluff FSS.

Supervised by FSS Chief Edward Johnson and briefed on agency organizations by AFS Chief Kermit Imsdahl, the students enthusiastically became "FAAers for a day." After seeing the FAA film

"Flight," some members of the group were "assigned" to station positions in operations and maintenance. Others were taken on a demonstration flight.

Later, the groups switched so that all got to fly and to contact their counterparts on the ground by radio.

During the day some of the students also visited VORs at nearby Chico and Redding.

Impressed by the serious attitude of the students, Chief Johnson and his staff said that they would like to see some of these young people become FAAers for more than a day.



## Old Relics, Young Models

These old auto models are owned by Aeronautical Center employees. The young lady models are the 1969 officers of "Aeromaid," a Center organization for women employees. From left are: Barbara Moorehead, procurement clerk, with Vernon Urban and his 1928 Hudson Super 6; Barbara Neuenswander, audit secretary, and John Sharp near his 1924 air cooled Franklin; and Diane Harris, payroll clerk, Leo Brandt and Vonnie Duncan, cost accounting clerk, sitting on Brandt's 1922 Model T Ford. The agency's new Sabreliner is in background.



## Seniors Work at FSS

Monitoring a simulated DF and talking to another, airborne students by radio from the Red Bluff FSS were among 200 high school seniors who visited the facility on "Youth-in-Government Day." During the exercise, Finley Walter (seated, right), of the FSS, was instructor. Ed Johnson, facility Chief, stands in background.

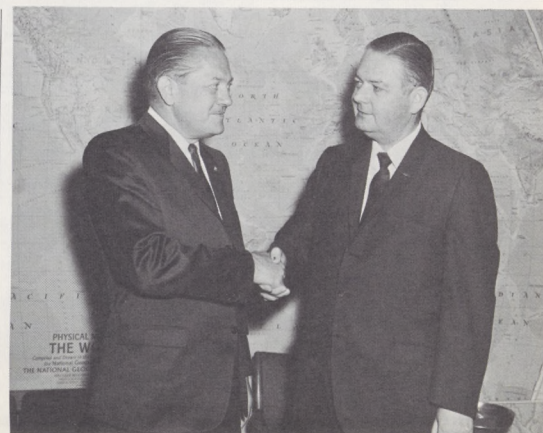
## FSS 'Saves' Cake For a Housewife

TRI-CITY, Tenn.—"How high are we?" a pleasant female voice asked Watch Supervisor William Arrant of the FSS on the telephone recently. Figuring he had a young, inexperienced pilot on the line, he advised her that the elevation at Tri-City Airport is 1,555 feet.

"Gee, thanks," the girl replied. "That puts me closer to 2,000. I guess I'd better add a few more scoops!"

His curiosity aroused, Arrant asked: "Scoops of what?"

"Why, scoops of flour, of course," cooed the voice. "You see, I'm new here and I'm baking a cake, so naturally I needed to know what the local altitude is."



## Welcome Back, Wayne

Wayne Hendershot (left), Deputy Director, Eastern Region, is congratulated by George M. Gary, Eastern Region Director, upon receiving his 35-year service pin. It was a particularly gratifying occasion for Hendershot, who had just returned to duty after a prolonged illness.

## Aid to Retarded Brings Award to Leesburg FAAer

LEESBURG, Va.—For his work with the Loudon County, Va., Association for Mentally Retarded Children and his outstanding community service during the year, controller James Consagra of the Washington Center here has earned the Distinguished Service Award from the Sterling Park, Va., Jaycees.

Among nominees for the award, which honors outstanding men between the ages of 21 and 35, was another Washington Center controller, Jacob Bukovsky.

Co-founder of the association for the mentally retarded, Consagra has served in a variety of posts in that organization and has worked to establish training programs and activities to benefit retarded children at both community and county levels.

Consagra finds time to serve with the Sterling Park Volunteer Fire Department and the American Legion Post, as well as the Jaycee chapter.



James Consagra



## Well Done, Broadcasters

For help they gave the agency in a recent Chicago Area recruiting campaign, Tom Jones (center), Assistant Tower Chief at Detroit Metro, presents a Certificate of Appreciation to Thomas J. Warner (left), vice president of Boot Broadcasting Company, Detroit, and Norman Miller, News Director of Radio Station WJLB.

## Press Thanked for Help

KANSAS CITY—For cooperation during a recent FAA recruiting campaign, nearly 100 Certificates of Appreciation were presented to various radio and television stations throughout the 12 states of the Central Region.

The certificates, signed by Regional Director Edward Marsh, were presented personally to radio and television officials by facility chiefs in the immediate area.

Because of an urgent need for air traffic controllers in Chicago, some 69 television stations and 465 radio stations in the three-state Chicago Area were asked to broadcast FAA recruitment announcements as a public service.

Response to the broadcasts was overwhelming; the Area Office alone received some 1,200 inquiries.

Recruiting was helped greatly.

## Inspector Averts Landing Accident by Advising Pilot

EUGENE, Ore.—An FAA Inspector's precise knowledge of aircraft control system and flight characteristics of various types of planes recently brought a pilot in to a safe landing, preventing what could have been a serious accident.

When the pilot of a Bonanza radioed Tower Chief Jerry Coldeen that the nose gear of the plane would not fully extend, Coldeen notified Wesley Vandewark, Supervising Inspector of the Eugene GADO.

Familiar with procedures to be used when landing a Bonanza with a retracted nose wheel, Vandewark advised the pilot to move the plane's center of gravity as far aft

as possible. The pilot was told to trim the aircraft full forward, full nose down even though trimming back and lifting the nose with the trim tab might seem more logical.

By trimming forward, more elevator surface was exposed, allowing the pilot to hold the partially-extended nose wheel off the runway with power as he came in.

Following the inspector's advice, the pilot came in safely and was able to keep the aircraft's nose up long enough for two ground crewmen to rush up and hold the tail down while he cut the power.

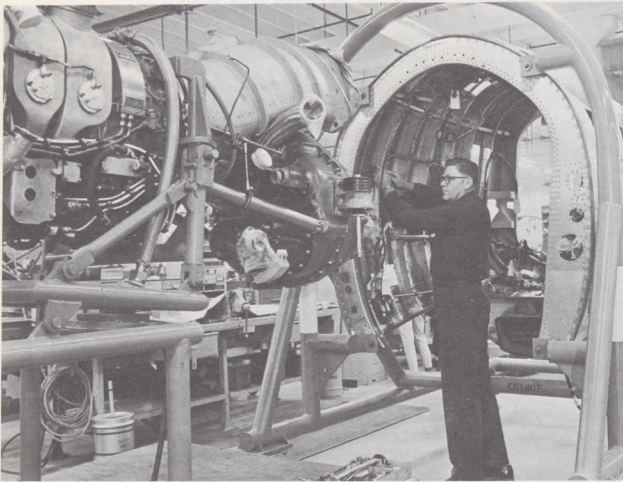
The pilot gave full credit to Vandewark for a happy ending to the air emergency.



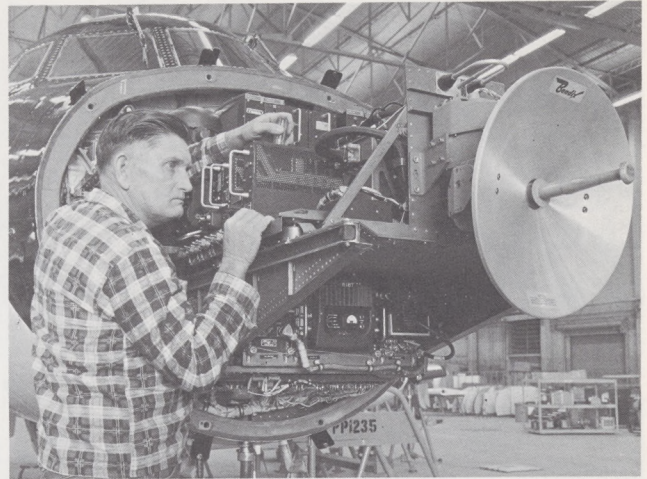
## HORIZONS

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Engine mechanic Vernon McCaslin works within the engine nacelle from a Convair before moving the overhauled turbo-prop engine into the nacelle for positioning and bolting. Below, an engine for one of the agency's "Gooneybirds" is unpacked by ASB mechanic Joseph B. Neal, Jr. (In maintenance parlance, it's really an R-1830-94 engine, for a DC-3.)



JetStar's nose is jampacked with avionics equipment, but mechanic James Billins shows he knows his way around the electronic equipment as he aligns receivers.

### Agency's Artisans of the ASB . . .

# THEY KEEP 'EM FLYING

WHETHER IT'S ONE of the agency's 47 DC-3 "Gooneybirds," still flying from pre-World War II days, or a huge modern jet—such as the Boeing 727, Convair 880 or McDonnell-Douglas DC-9—they've all been worked on by the skilled hands of FAA's Aircraft Services Base employees in Oklahoma City.

Of the agency fleet of 102 aircraft, 21 are maintained by and operated from the Aeronautical Center.

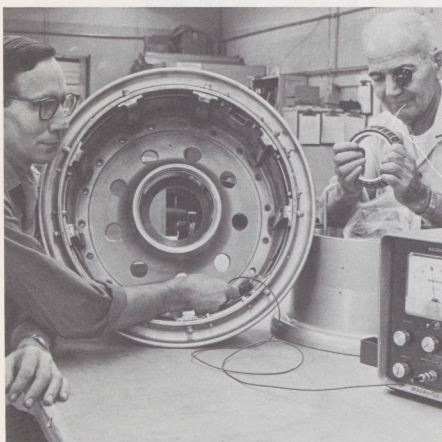
The remaining 81 planes are distributed throughout the regions and NAFEC, but receive major modification and overhaul at the Aircraft Services Base.

Two-thirds of the agency fleet of planes are used for flight inspection of nav aids—VORs, ILSs, TACANS and communications. Another dozen planes are used for flight training of FAA inspectors; ten are used by Research and Development, and 15 are assigned to

the regions and headquarters.

Each plane in the fleet at some time will need the vital service of the ASB, involving more than 700 employees who are clever with their heads as well as their hands.

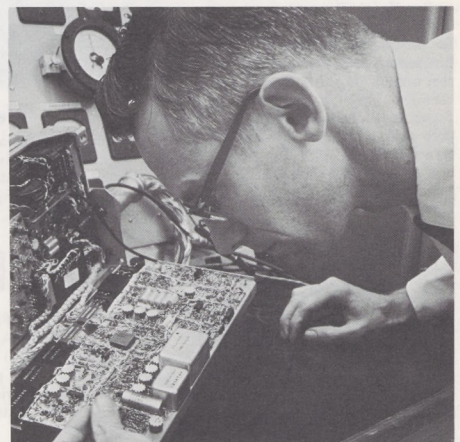
About half of the 281 mechanics and 141 airborne electronics technicians at the Base are busy doing the maintenance and modifications one asso-



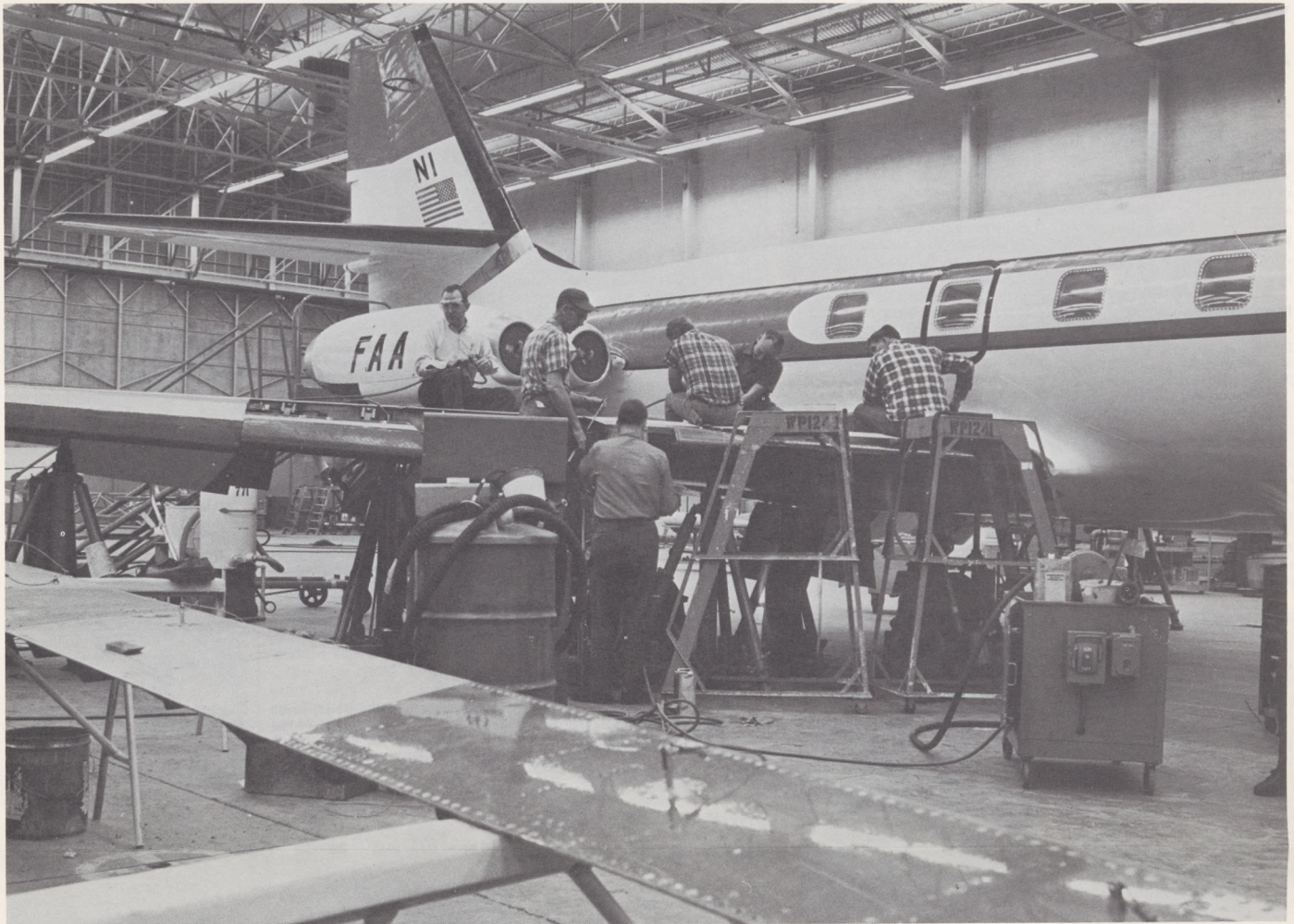
Searching for cracks that can't be seen with the naked eye, base technician T. A. Gable checks an airplane wheel using the eddy current method. When a crack is located, the magnaflex instrument needle drops suddenly. At right, Clyde Montgomery carefully examines a ballbearing race.



Clear plastic, pantographed to show aircraft "blip" positions on a radarscope, is inspected by Charles Lattimore. With this plastic cover, a controller can pinpoint a plane's location.



Transistorized and printed circuitry of one of today's compact avionics receivers is checked by Clee Hale, of the ASB's engineering avionics laboratory.



Wing structure work on the FAA's Lockheed JetStar, N-1, is performed by mechanics (from left): Lawrence Duncan, John Luckowski, James Timmons, Bobby Easley, Gene Patton and James Billins.

ciates with large hangar operations. But the ASB group also includes experts at propeller balancing, interior upholstery, parachute rigging, painting, engineering, inspection and development of management procedures.

Besides keeping more than a hundred FAA-owned planes flying safely and reliably, ASB artisans work on aircraft belonging to other federal agencies and also

on foreign aircraft, for which the agency is reimbursed.

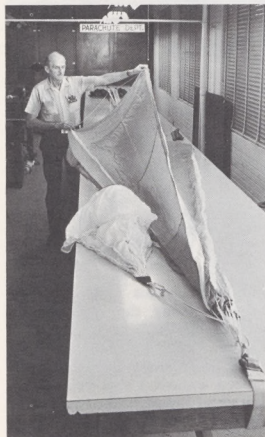
Such agencies as the Border Patrol, the Atomic Energy Commission and the Forest Service know they can count on these workers to do a skillful aircraft refitting, refurbishing or repair job.

In addition to the domestic transports undergoing work at the Center, it is not uncommon to see a transport from Chile or Colombia, for instance, that has

flown thousands of miles to get a thorough "going over" or modification.

Recent work has included making surplus military twin- and four-engine aircraft suitable for use in Vietnam.

Modification and maintenance support provided by ASB employees spans more than three decades of aircraft types.



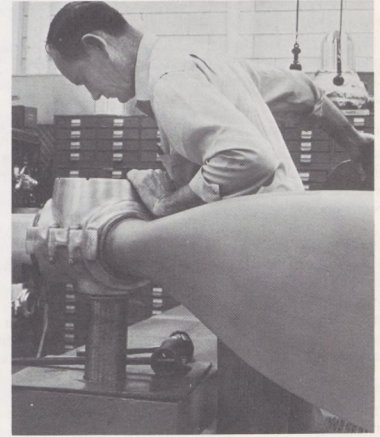
An expert at parachute inspection and folding at the Aircraft Services Base is Harold Swallow, seen at work in the parachute loft.



Fabrics for ailerons, rudders, elevators and other airfoil sections of aircraft must be sewn properly before the section is dope-covered. Here, Shedrick Rutledge has rigged a mirror to reflect under the wing so he can see to bring his long needle back through the fabric.



Aircraft Services Base upholsterer Johnny Holloway prepares an FAA Lockheed JetStar seat for new upholstery.



In the "prop shop" at the ASB, Richard Rogers fits the blade angle to a DC-3 propeller. Propeller fitting, balancing and burnishing are done by the shop. Even with air carriers switching to pure jets, "prop" engines will be here for some time.

## Youth Program Is Key To Productive Careers

By Dave Myers

KANSAS CITY—Three and a half years ago, Earnestine Mayweather Newsome started to work in the Kansas City Area Office on a part-time basis under the President's Youth Opportunity (YOC) Program. She was then a high school student with no special goal in mind.

Assigned to the Airway Facilities Branch and given typing and clerical assignments, she conscientiously performed all her tasks and was subsequently made a full-time employee.

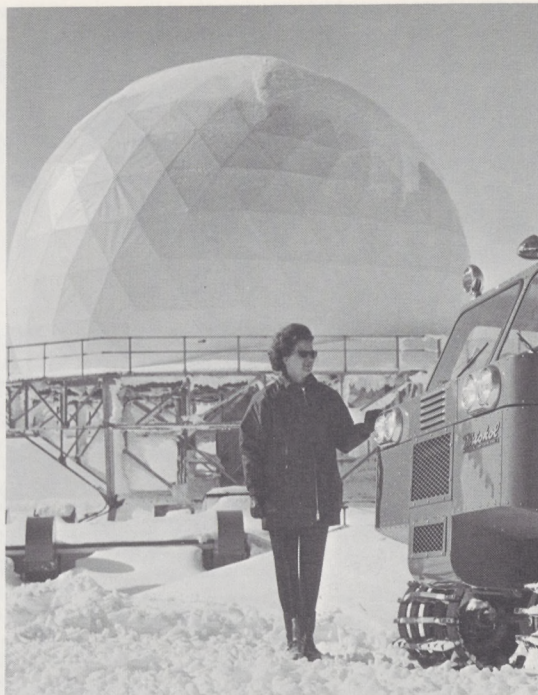
Upon returning to school in the fall, Earnestine reverted to a 16-hour work week program. Early in 1967, she passed the Civil Service clerk-typist examination, received a GS-1 rating, and became a part-time temporary employee. After graduation from high school in June 1967, she became a full-time FAA employee. Since then, Earnestine has moved up the ladder to her present position as a GS-4 clerk-

stenographer and loves her job.

Highly pleased with this first experience with a YOC employee, the Airway Facilities Branch, headed by James E. Carl, decided to embark on another development program for a YOC. Julia Nickerson got her start last summer and has moved up to the GS-2 clerk level. Although able to type, Julia was unable to pass the typist portion of the examination at first. Knowing her capabilities, fellow employees volunteered that she must have experienced stage fright. So Julia is continuing to work on her typing and soon expects to pass the test.

"The YOC program serves as an excellent training ground for disadvantaged youngsters willing to take advantage of the opportunity," said Lambert J. Perina, Chief of the Personnel and Training Staff in the Kansas City Area Office.

"FAA can help make dreams come true for these youngsters and gain the services of truly dedicated and capable employees as well."



### Atop Radar Room

Standing on the crest of a 30-foot snow blanket covering the Boise, Idaho radar site, Mrs. Gene Nora Jessen inspects the area as a member of the Women's Advisory Committee on Aviation. Ten feet below her and the snow is the equipment room, where she saw long-range radar information being sent on to the Salt Lake City ARTCC.



Earnestine M. Newsome



Julia Nickerson

## Office Skills Sharpened Through 'BOSS' Sessions

WASHINGTON—The agency's first training course set up specifically for Headquarters Secretarial employees in grades GS-2 to GS-4 recently completed its first sessions.

The course, taught by Mrs. Phyllis Burbank, employee development specialist with the Training and Career Development Branch, will be given once each quarter beginning the next fiscal year.

In a series of eight three-hour sessions, the course covered such subjects as work organization, mail management, office diplomacy, proper use of the telephone, grammar, typing and shorthand tips, spelling, punctuation and capitalization.

"The objective was to provide clerical employees in the lower grades with the opportunity to refresh, update and build clerical abilities in their present—and possible future—positions," Mrs. Burbank said. "We feel the course is one way of increasing the value of clerical employees to their bosses and to the agency. It can also provide

a stepping stone toward a better job."

The course is given under the title "BOSS," an acronym which stands for "Better Office Skills and Service."

It is designed with a "time theme" which takes students through a series of problems and work experiences normally encountered in a regular eight-hour office day.

"During this time, our employees develop new techniques, improved methods, creative ideas and positive attitudes," said Mrs. Burbank.

The course was so popular with employees that when given the choice of "taking a break" or continuing with grammar exercises at one of the concluding sessions, the girls unanimously chose to continue with the grammar.

Mrs. Burbank received special Civil Service Commission training to prepare her for teaching the course.

Standard exercises and texts provided by the Commission are used.

## Snow Is So Deep Visitors 'Drop In'

CASCADE, Idaho—More than 30 feet of snow blanketed the Boise radar site near here when it was visited recently by Mrs. Gene Nora Jessen, a member of the Women's Advisory Committee on Aviation.

Accompanied to the site by Salt Lake City Area Manager Vaughn Clayton, Mrs. Jessen got a firsthand look at the difficulties of providing access to some FAA facilities. The trip up the twisting, eight-mile-long road to the mountaintop was via four-wheel drive vehicle. The final 3.8 miles of road could be covered only by snow cat.

Mrs. Jessen was surprised to find that, because of heavy snow, access to FAA buildings at the radar site was possible only by descending through snow hatches constructed at the second and third-story levels.

She learned also that a welcome distraction for FAA personnel during the long winter is the visit of foxes to the site. They learned to slide down snow chutes to lower-level windows to get tidbits left for them on windowsills by technicians.

## 4 Donate Blood To Crash Victim

ATLANTIC CITY—Four NAFEC employees recently helped save the life of a woman seriously injured in an automobile accident.

Because they had the accident victim's rare type of blood, required for transfusions, the employees were contacted by the NAFEC Clinic, which lists donors' blood types.

The four who responded to the appeal are: Robert Cassell, G. Errol Porter, John Goodwin and Anthony Naumchik.

## Flight Activity Up by 7 Per Cent At Atlantic City

ATLANTIC CITY—Atlantic City Airport's flight activity increased seven per cent during 1968 to 134,951 operations (landings and takeoffs).

The figures were released by NAFEC, which operates the airport, except for the municipally-owned passenger terminal.

Of the total, 80,145 operations were civil aircraft, 50,593 were military and 4,213 were airline. During 1968, the control tower handled 54,843 instrument operations at the airport and 3,724 instrument approaches.

## Disturbed Girl Aided by Family

HONOLULU—A Pacific Region employee, Mrs. Douglas Gusukuma of the Motorfleet Management Office, and her family are helping an attractive 17-year-old Japanese-American girl regain her mental health.

In conjunction with the Kaneohe State Hospital's family companionship program, the Gusukumas have welcomed the girl into their home on weekends and have made her feel like a member of the family. Although the girl is the first patient to be selected, prognosis for the program is good as the girl's progress is excellent.



### On Voice of America

A Belgium listener to the Voice of America wanted to know how the FAA deals with air traffic congestion and William Flener, Director, Air Traffic Service, provided the answers. The interview, taped by Marti Hardin, Voice of America reporter, was beamed overseas during VOA's English-language transmission. Flener pointed out that the new 500-passenger jets may help reduce congestion because one plane will be able to carry the passenger load previously requiring a number of aircraft.

## FAAers Help Nab Robbers


WILMINGTON, Del.—Two Wilmington controllers recently participated in a real cops-and-robbers chase that saw police and FBI agents nab a gang of bank thieves holed up in a motel near the airport.

The controllers, Bob Allen and Pat Ponner, were on duty when Wilmington detectives joined them in the tower cab to spot any getaway attempt by the robbers. To do this they were given use of the tower binoculars and a telephone with which they communicated


with other police units and FBI agents keeping the motel under surveillance from the ground.

When the gang finally fled the motel in an automobile they were nabbed without a shot being fired. Allen and Ponner helped make this possible by providing the detectives in the tower with information regarding the operation of a traffic light which had traffic stopped at the terminal building exit. This proved to be the key factor in the timing of an intercept by the police and FBI agents.

## 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:** I am a journeyman controller. Since implementation of the new ATC classification standards, my facility chief plans to rotate all air traffic control specialists (center), GS-5 through GS-12, through the "flight data developmental" position of operation. Is this in accordance with agency policy?

**Answer:** Yes. Under new classification guidelines, all center operating positions are developmental, except that of trainee or radar controller. Thus, it is theoretically possible that all of the operational staff of a facility may have developed to the position of radar controller. If such were the case, it would be mandatory that all operating positions in the facility, including flight data, be manned by radar controllers. Incidentally, some centers still have flight data aide positions. These are being phased out as automation equipment becomes operational. They are not developmental positions and journeyman controllers most probably would not be required to rotate through them. Each facility chief, however, is responsible for the efficient operation and administration of his facility and assigns employees to positions as required in consonance with facility activity and qualifications of personnel involved.

**Question:** If the Civil Service Commission approves my disability retirement and I am placed on disability annuity, would I be entitled to within-grade increases each time they are due just as if I were working?

**Answer:** No, your annuity is set when you retire. Under existing regulations, subsequent increases would be received automatically when two conditions are met: (1) the cost of living index rises at least three per cent from its level at the time of the last annuity increase; and (2) the higher level is maintained for at least three months. However, there are certain times when the Commission approves a disability retirement but the em-

ployee remains on active duty status because his sick leave or annual leave has not expired. Under these circumstances, he would be eligible to receive a within-grade increase. Consult your personnel office for more detailed information.

**I have two questions:**  
**Question:** Is the actual effective date of a promotion the date on which the SF-52, Request for Personnel Action, is approved?

**Answer:** No. The SF-52 is merely a request. The SF-50 is the official document which controls the effective date of the promotion. The effective date may be the pay period immediately following the approval of the SF-50 or a later specified date.

**Question:** Since I handled the entire office for six months, shouldn't I have been paid the increased salary from the day I took over the job?

**Answer:** Without all of the facts, it's hard to say. However, you may not have been operating at the full performance level to warrant a pay increase. Also, you may have been placed on "detail" in 1967 for this period of time. The best person to contact for an immediate answer is your supervisor.

**Question:** Would the loss of the use of an eye keep an electro-mechanic from successfully bidding on a vacancy?

**Answer:** It's difficult to say without more specific information. Physical requirements vary with different jobs. Considering only electro-mechanic positions, physical qualifications include requirements for good distance vision in one eye and the ability to read, without strain, printed material the size of typewriter characters. Glasses are permitted. Additional qualifications are spelled out in the Civil Service Commission's Qualification Standards Handbook. The next time you bid, check with your personnel office for more specific details. If a medical determination is necessary you should be referred to the appropriate medical officer.

**Question:** A recent article stated that the Civil Service Commission had ordered all agencies to revise their agencywide Merit Promotion Plan (MPP), effective July 1, 1969, and that "employees are to be kept fully informed on all promotion opportunities, and are to be considered on promotions on an agencywide basis." If this information is correct, what is FAA's plan for implementing the new MPP?

**Answer:** The article you quote is not quite complete because it does not specify the conditions under which agencywide consideration is not required. This question and many related questions were answered in a full-page *Horizons* article in the February 3 issue. By now, all employees have received a Special *Intercom* highlighting major changes to the MPP and have been asked to furnish comments for consideration in drafting the final plan.

# Exhibit Highlights 'Career Day'

FRESNO, Calif.—Some 12,000 local high school students attending the annual "Career Day" program here found an aviation booth, constructed and staffed by FAA, industry and professional groups, a highlight of the four-day event.

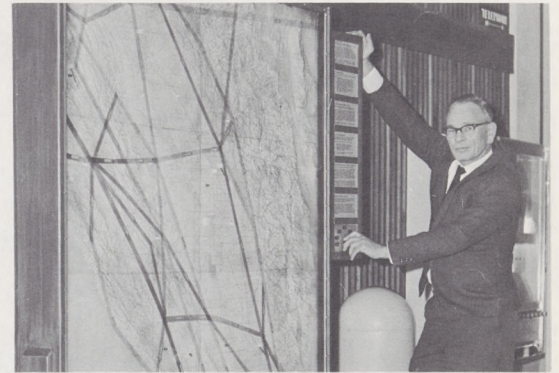
"Career Day," sponsored by the Fresno Career Guidance Center, featured exhibits and displays, with job-counselors on hand to help young people decide which field of work they might like to prepare for and become qualified in after graduation from high school and college.

As in past years, the agency and private business pooled resources, talent and ideas to sponsor the booth. As the booth's center of attraction, Fresno FAA employees constructed an electronic display showing Western Region facilities and airways, complete with descriptions on how each facility functions.

The Fresno County Department of Education had high praise for the display and the fine cooperation the FAA gave the recent Career Day program.

Heading up the FAA volunteers was O. B. Cox, local coordinator, who was assisted by Gil Marquez,

W. Downing, Joe Gilkison, Don Mattes, Robert Cox, Don Hosepian and Phillip Huff.



**Attention-Getter**

Western Region facilities and airways were shown graphically to some 12,000 high school students in the Fresno, Calif. area on this electronic display constructed by Fresno FAAers. Here O. B. Cox, AFS Chief and Local Coordinator, operates the display.

## Airports

(Continued from page 1)

in 1968, the first time this volume total has ever been passed. Chicago had 1.57 million, New York and Cleveland, 1.51 million each.

Four other centers each handled more than 1 million: Washington, D.C., 1.14 million; Fort Worth, 1.05 million; Atlanta, 1.03 million and Indianapolis, 1.02 million.

Together, these seven centers were responsible for 46 per cent of all IFR flights during 1968.

The total number of IFR aircraft handled by FAA air route traffic control centers has more than doubled in the past decade to a current total of nearly 19.4 million. The record-setting 55.3 million operations is more than twice the 26.6 million of 1958.

More data on operations at FAA facilities are contained in the "FAA Air Activity Report for 1968."

# Agency Awards Contract For STOL-ILS Project

By Alex Garvis

WALTHAM, Mass.—A \$544,302 FAA contract to develop a low-cost, solid state, microwave instrument landing system (ILS) for STOL (short takeoff and landing) aircraft operations has been awarded to the Laboratory For Electronics, Inc.

The STOL-ILS will be equipped with a variable glide slope which permits the pilot to pre-select, while airborne, the desired approach angle (3 to 12 degrees) for his STOL aircraft. In addition, distance measuring equipment (DME), with a range of ten nautical miles and coverage of 360 degrees, will be an integral part of the STOL-ILS.

According to the agency's Sys-

tems Research and Development Service, the contract calls for procurement of two STOL-ILS microwave ground stations, complete with uninterruptible power supply (UPS) and six airborne receivers and antennas.

Ground stations will consist of dual equipment components, each containing a localizer (for azimuth guidance), a glide slope (for vertical guidance), integrated distance measuring equipment (DME) for range and complete ground station monitoring.

The first system will be installed later this year at NAFEC.

The second system is scheduled for installation at a suitable operational STOLport, such as Dulles.

The six airborne receivers and antennas will be installed in various FAA aircraft.

Designed for use by both commercial and general aviation STOL aircraft at STOLports, the new STOL-ILS will be built to handle instrument approaches in weather minimum conditions of at least 200 feet and a half-mile visibility.

In addition, the STOL-ILS compact design will permit placement of units in the physically restricted areas of STOLports. The STOL-ILS will operate in the C-Band (5,000 to 5,250 megahertz) where its performance under severe rain conditions is not greatly affected.

## Noise Comment Deadline Eased

WASHINGTON—A two-month extension of the time period for commenting on the proposed rule which would establish noise certification standards for new airplanes has been made. The deadline for comments now is May 14.

Various industry groups requested an extension to assess more fully the proposed rule's impact on the air transportation industry.

The proposed rule is part of an effort to reverse escalation of aircraft noise around airports by setting maximum noise standards and noise objectives for all new subsonic transport airplane types.



## Retires

Miss Stena Dearborn, Secretary of the Engineering Staff, BNCA, completed almost 29 years of FAA-CAA service Feb. 28. Bureau Director Arven H. Saunders presented her retirement certificate in brief ceremonies in Falls Church.



## — Up, Up—A Long Way

More than 500 local citizens trudged up the 80 steps to the Decatur, Ill., tower cab during the tower's third anniversary open house. Hosts were Tower Chief Jack Davis and Controllers Paul Dorman, James Greenstate, Richard Aske, Robert Olson, Scott Petersen and Roger Harper.

## Airborne Transponders Discussed in New Circular

WASHINGTON—An advisory circular establishing a U.S. national standard for both civil and military airborne radar beacon transponders and associated ground equipment has been published by the FAA.

The new circular closely follows issuance of a notice of proposed rule making by the agency which would require radar beacon transponders having a 4096 identification code and automatic altitude reporting capabilities for all aircraft operations in controlled airspace at or above 10,000 feet and in other designated airspace beginning January 1, 1973.

The 4096-code transponder, together with associated ground equipment, provides air traffic controllers with direct radar readout of such vital flight information as aircraft identity and altitude. This information appears on the face of the radarscope in the form of a

small alphanumeric data tag which is attached to and moves with the aircraft target or "blip." The 4096-code transponder also increases the accuracy of the radar tracking function.

At present, FAA requires all aircraft operating in positive control airspace to be equipped with a 64-code radar beacon transponder. This provides controllers with a positive radar target but does not have discrete identification or automatic altitude reporting capabilities.

More than 29,000 U.S. aircraft—including about 2,000 air carriers, 10,000 general aviation airplanes and 17,000 military aircraft—now are equipped with either 64- or 4096-code transponders. This number is expected to triple to about 84,000 aircraft by 1975, with about one-third of this total, or 31,500 aircraft, equipped for automatic altitude reporting.



### Lifesaving Honors

Receiving the first Self-Help Humanitarian Award to be given in the State of Oregon is Electronic Specialist Charles K. Olsen. State Governor Tom McCall (left), presented the award to Olsen for saving the life of another FAAer, Russell W. Roseborough. At right are former Oregon Governor Robert Holmes and Rep. Donald L. Stahos, Jackson County, Ore.

## Humanitarian Laurels Go to Charles K. Olsen

By Gene Kropf

SALEM, Ore.—The first Self-Help Humanitarian Award to be given in the State of Oregon and the tenth in the nation was presented recently to an FAA electronics specialist, Charles K. Olsen, by the Governor of Oregon.

The award, comprising a gold medal and a citation, honors persons who have saved lives through use of techniques learned in Medical Self-Help training, a course given to all FAA employees in the State of Oregon.

Olsen, an electronics technician at Klamath Falls, Ore., is credited with saving the life of fellow FAAer Russell W. Roseborough, of Medford, on July 15, 1968. While

the two technicians were inspecting electric cables at the Medford-Jackson County Airport, Roseborough accidentally touched a high-voltage cable carrying 2,300 volts. Despite danger from nearby high voltage lines, Olsen moved the unconscious Roseborough to a safe area. Unable to detect breathing or heartbeat, he immediately began mouth-to-mouth resuscitation. After a few minutes, Roseborough responded and was taken to Rogue Valley Hospital where he was treated for shock and third degree burns.

Olsen received the FAA's Meritorious Service Award last fall for his action in saving Roseborough's life.

## Large Automation Contract Awarded for Two Facilities

By Don Byers

GAITHERSBURG, Md.—A \$9 million contract has been awarded by the FAA to the Federal Systems Division of IBM to increase the data processing and display capabilities of automation equipment tentatively scheduled for installation in the Chicago ARTCC and at NAFEC, Atlantic City, N.J.

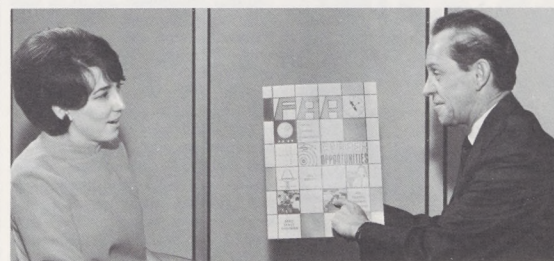
Since FAA first contracted for installation of 9020 Central Computer Complexes at the centers, which provide separation for controlled aircraft primarily during enroute portions of flight, the growth of air transportation has exceeded air traffic forecasts. In the last decade, estimates of what the 1980 workload will be have increased by 150 per cent.

The new contract modification provides for the purchase of a series of larger, faster and more flexible elements for the data processing equipment. It is anticipated that additional procurements will be made in fiscal years 1970 and 1971 for other centers having high traffic densities.

Additional benefits expected due to the flexibility of the new equipment include full compatibility with all other elements of the NAS (National Airspace System) Stage A enroute automation program, as well as with the recently announced airport tower automation program. All computing elements of the new system can be almost totally reprogrammed without rewiring—as the system further evolves. Some of the current data processing elements are only about 30 per cent programmable without wiring changes.

Eight centers already are equipped with IBM 9020 central computer complexes—the basic data processing system of all the enroute center systems. These are located at: Chicago, Los Angeles, Cleveland, Washington, Kansas City, Oakland, Fort Worth and Jacksonville. The Jacksonville Center is the first in the nation to be equipped with all elements of the automation systems, including a controller display subsystem and a subsystem to change raw radar information into a computer-usable form. The Center began using portions of the new automation system to process flight plan data last December.

Additional centers are being equipped at the rate of one every two months, with completion of this phase of the center automation program scheduled for the end of 1973.



### Career Opportunities

A new poster developed by Central Region Personnel and Training Division is used by Max Robertson, Assistant P & T Division Chief, to explain career opportunities offered by the FAA to Molly Culley, printing specialist in Administrative Services.

## Sizable Increase Shown in Ranks Of Active Pilots

WASHINGTON—The number of active pilots (those with current medical authorization to fly) rose to 691,695 at the end of 1968, according to the forthcoming issue of the annual FAA "Statistical Handbook of Aviation."

This gain marked a 12 per cent increase over the 617,931 recorded for 1967. The new total includes 209,406 persons with a student pilot certificate; 281,728 with a private pilot certificate; 164,500 with a commercial pilot certificate and 28,607 with an airline transport pilot certificate.

The remainder included those pilots licensed to fly only helicopters, gliders, or various other aircraft types—such as hot air balloons.

Approximately one-fifth of all pilots (139,346) were instrument rated—a 14 per cent increase over the previous year's total.



### Say Again?

The Dothan, Ala., airport recently ordered a parking place sign to discourage unauthorized vehicles from using parking spaces reserved for FAA employees. After it went up, FAA's Local Coordinator, William Langford, paused to preserve the "typo" for posterity before having the sign corrected. Now local "Future Farmers of America" are looking for another parking place.

## Year's Sick Leave Piled Up by Two

ATLANTIC CITY—Two NAFEC engineers have accrued more than a full year of working time in sick leave. John Watt piled up the equivalent of 59 full working weeks or 2,362 hours.

Trailing Watt by just a little more than one working week is Edward Holdzkom who has 2,318 hours. Sixteen other Center employees have more than 2,000 hours on the books, while there are 190 persons who have accrued more than 1,000 hours.



### Vietnam 'Veterans'

W. W. Christine, formerly Chief of FAA's Civil Aviation Assistance Group in Vietnam, presents Sustained Superior Performance Award to ATC Specialists Dwayne Westfall, George Koryta and Myron Gates for their outstanding efforts in the operation of the Saigon Area Control Center and the training of Vietnamese air traffic controllers. Christine presented the awards in Saigon.

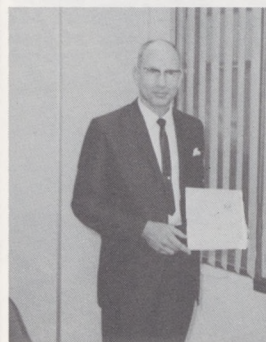
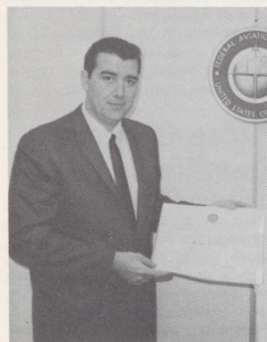
## Pilots Help in Hunt for Boy

ATLANTIC CITY—A NAFEC test pilot and a former NAFEC pilot now with the Army, recently helped search for a five-year-old boy who became lost in the woods near here.

John J. Ryan of NAFEC used his personal helicopter—a Bell 47, which he built at home and flies from his backyard. The other helicopter pilot, Bissel McElyea, was

flight testing an Army communications system at the center when the call for assistance came and he diverted to search for the boy.

The youngster was found the next day by a state trooper and was hospitalized for frostbite and exposure. After he was released from the hospital, the boy was given a special treat—a ride in Ryan's rebuilt Bell helicopter.



### Western Awards

Two Western Region employees honored recently are William O'Neill (left), Oakland Center Controller, for producing "Mission Possible" for the Pacific Air Safety Search and Rescue Symposium and Edgar L. Magney, San Francisco Area Airway Facilities Branch electronics technician, for construction of ATC facilities in Vietnam. O'Neill holds a Certificate of Achievement; Magney the medal and award for Vietnam service.