



'Washington or Bust'

The progress of a "jogging" trip toward the Nation's Capital is plotted on this map indicating path of Aeronautical Center employees well on their way to Washington. The solid line indicates that they have arrived in the vicinity of Indianapolis. The dotted line represents miles yet to be "jogged." (For another photo, see page 7.)

Oklahoma City Joggers 'Bound for Washington'

OKLAHOMA CITY—"Jogging to Washington" from the Aeronautical Center are 19 robust men who expect to "arrive" in the Nation's Capital some time late this year.

However, none will lose any time from work because none will actually leave the Aeronautical Center—the jogging is being done in the Civil Aero-medical Institute gymnasium in the interest of good health.

Estimating 26 laps to the mile,

the total distance covered by all participants is computed periodically and plotted on a map in terms of the distance to Washington. Currently, the group is near Indianapolis.

Among participants in the "jog to Washington" is Center Director W. Lloyd Lane. Others include Allen Barr, John Willoughby, Ken Rinsinger, George Bergmark and John Graziano, all of the Staff

(Continued on page 7)

Dash to London Tower Nets Controller \$2,400

NEW YORK—A New York Center controller entered the recent Great Transatlantic Air Race and returned from London \$2,400 richer.

Nicholas Kleiner, an oceanic supervisor, was sponsored by center co-workers, John Staut, James Ean and James Scorse. Kleiner received

(Continued on page 7)



Nick of Time

Checking in at the General Post Office Tower in London at the end of a journey by bus, subway and jet from New York is Nicholas Kleiner. He won a \$2,400 prize in the London Daily Mail's "Great Transatlantic Air Race."

Huge Crowd Sees FAA Paris Exhibit

By John Leyden

WASHINGTON—The 28th Paris Air Show, which ended a ten-day run at Le Bourget Airport on June 8, proved to be the largest, most successful show in the 60 year history of the biennial event. The agency's exhibit at the show was seen by more than 1,000,000 persons, including Secretary of Transportation John A. Volpe. The Secretary was in Europe to inspect transportation facilities and discuss transportation problems with cabinet officers in France, West Germany and Finland.

FAA Honors Stewardess For Saving A Life Aloft

CLEVELAND—That airline stewardesses do more than smile winsomely and serve food was proved by pretty Betty Riley, a stewardess with Allegheny Airlines. She recently received FAA's Special Service Award for helping save the life of a passenger who

suffered a heart seizure in flight.

When Miss Riley recognized that a woman passenger was having respiratory trouble, she asked the pilot to turn on the "No Smoking" sign and start supplemental oxygen while she loosened the passenger's

(Continued on page 7)



Life from Riley

One of the pleasanter experiences enjoyed recently by Clay Hedges, Cleveland Area Manager, was presenting Allegheny Airlines stewardess Betty Riley an FAA Special Service Award. Miss Riley helped save the life of a woman passenger who had suffered a heart seizure.

(Continued on page 7)

Bisplinghoff Honored for Advisory Role

WASHINGTON—For his service as technical advisor on the SST program, Dr. Raymond L. Bisplinghoff, Dean of Engineering at the Massachusetts Institute of Technology has received the FAA's highest honor—the Extraordinary Service Award.

The presentation was made by Under Secretary of Transportation James M. Beggs in a ceremony at the FAA Washington Headquarters on June 11. Bisplinghoff received a gold medal, lapel ribbon, and certificate citing him for exceptional contributions to the SST development program.

Dr. Bisplinghoff served on a consultant basis as technical advisor to the FAA Administrator on the SST Program since April 1966. He also served as chairman of the technical committee which evaluated the SST redesign proposal submitted to the FAA last January.

In presenting the award, Beggs noted that Bisplinghoff's extraordinary competence and knowledge of aeronautics played a significant role in analyzing the extremely complex

technical aspects of the SST development program and said broad understanding, farsighted vision

and sound objectivity were especially helpful during times of difficult decisions.



Gets Highest FAA Award

Receiving the agency's highest honor—the Extraordinary Service Award—for his service as technical advisor on the SST program is Dr. Raymond L. Bisplinghoff, M.I.T. Dean of Engineering. DOT Under Secretary James M. Beggs made the presentation at Washington Headquarters.



It's Ready, Set ...

FOR AIR DERBY

Two FAAers—Anne M. Shields of the Philadelphia FSS and Hazel H. McKendrick of the Dallas FSS—are flying in this year's annual woman's transcontinental air race (the Powder Puff Derby).

At the San Diego starting point and the Dulles finishing line—and at scattered points in the three regions in between—other FAAers will be on hand to assure safety during the race, which starts July 4.

Anne Shields has her colleagues at the Philadelphia FSS to thank for her participation in this year's 2,515-mile race, her first.

"The fellows I work with switched their leave around so I could take part," she said.

Anne, a World War II WASP ferry pilot and flight instructor, has amassed more than 7,000 hours of flight time. She has been with the Philadelphia FSS since 1958. Anne will be flying a red, white and blue Waco S-220-5.

Hazel, who joined the agency in 1945, will be taking part in her fifth Powder Puff Derby. She has checked out in scores of planes since getting her license in 1944. She has an instrument rating and also qualifies as a helicopter pilot. Hazel has more than 1,500 hours of flying time.

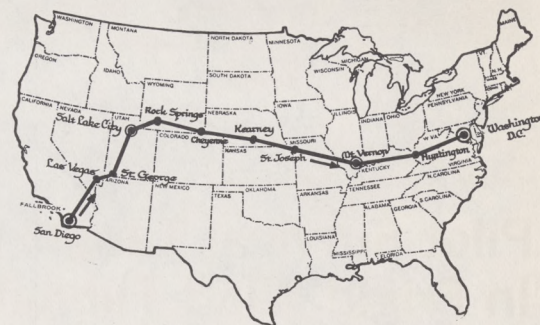
"I enjoy flying competitively," she said. "Racing compels me to do my best, makes me a better, more thoughtful, safer pilot."

Both ladies, like all the other racers, will make extensive use of FAA services along the race route.

In the interest of aviation safety, FAA officials have worked closely with officials of the Ninety-Nines, the women pilots organization sponsoring the derby.

A special briefing room has been set up to assist them in the new San Diego FSS building. Planning assistance and data on FAA procedures in the San Diego area was provided by FSS Chief

Briefing on departure procedures is given by Tower Chief Eric Larson to (from left): Betty Wharton, Powder Puff official; Larson; Marian Banks, Contestant and Race-Start Chairman; Leah Liersch, Member of Ninety-Nines, and official start-timer. In the background (from left) are Controllers James Peyton, Dick McNabb and Earl Gay.



John Masiello and Lindbergh Tower Chief Eric Larson. San Diego FSS Specialist Leah Liersch, a pilot herself and a member of the Ninety-Nines, will serve as an official timer.

San Diego GADO Supervising Inspector Jesse Eddy is coordinating his office's assistance to the racers. Principal Maintenance Inspector Walter Langham will inspect Derby aircraft and provide general maintenance briefings. Because a major portion of the race route traverses wilderness areas, race participants will receive a pre-derby briefing on survival from Gerald Pennington, Operations Inspector.

To assure contestants the benefits of air traffic control service, temporary towers are being set up at two "uncontrolled" airports which have been designated as stopping points for the Derby—Kearney, Neb. and Mt. Vernon, Ill.

The Kearney tower will be manned by Oral Van Zandt and Loyale Bowers of the Lincoln Tower; Don McCroskey, Otto Unger, Bob Nolan, John Russell, Richard Martin and John Faltermeier of the Grand Island FSS; and Emery Rodabaugh of the Grand Island AFS. The Mt. Vernon temporary tower will be manned by Lester Case, Chief of the Terre Haute Tower; James Alexander, Evansville Tower and W. A. Elberson and Santiago Morales of the St. Louis FSS. David C. Detamore, Chief of the Springfield GADO also will be on hand at Mt. Vernon.

Dulles Tower Chief Robert P. Logan and Assistant Chief William W. Riley helped work out finish-line approach and crossing procedures. Operations and Safety Division Chief Herbert F. Fletcher of the Bureau of National Capital Airports made arrangements for the parking and impounding areas at Dulles.

Racers must reach Dulles no later than sunset, July 7. They should start entering the Eastern Region July 6.

FAAers will be wishing them all good luck. Naturally, however, they will be pulling for Anne and Hazel.



Standing by one of the many planes she has checked out in since getting her pilot's license in 1944 is Hazel H. McKendrick of the Dallas FSS.



Getting into the plane she will be flying in next month's Powder Puff Derby is Anne M. Shields of the Philadelphia FSS.



Briefing at the impound area is conducted by San Diego GADO Supervising Inspector, Jesse Eddy (left). Others are (from left): Marian Banks, Chairman, Race-Start Committee; Walter Langham, GADO Principal Maintenance Inspector; and Betty Wharton, Director of Inspection, Race Board.



Brrrrr!

Kneeling in the bitter cold of a wind tunnel to cook a meal of pemmican during Arctic survival training at the Civil Aeromedical Institute are these National Overseas Airways pilots (from left): Lee Dee and Robert Peavler, Miami; Lin Gurley, New York; Earl Howe, Miami; and Richard McConnell, Springfield, Ill. Standing is Robert Drevitson, Phoenix.

Pilot Survival Taught In Frigid Wind Tunnel

OKLAHOMA CITY—Outside, it was a sunny, 78-degree day. Inside—in the refrigerated confines of the Civil Aeromedical Institute's wind tunnel—it was ten below. On top of that, a bitter, 30-mile-per-hour wind was lashing the latest group of Arctic survival trainees—14 National Overseas Airways pilots.

At the request of the airline, the pilots were given a condensed version of a course the FAA provides its own pilots. A morning class was devoted to Arctic survival, with the afternoon devoted to on-water survival.

In the morning session, the pilots were to assume the worst: their plane was down in sub-zero weather, in a remote area and they were alone.

"We all say it will never happen to us," said Jim Simpson, FAA human factors specialist and one of the instructors, "but it's happened to people who have said that."

In a classroom, the pilots were briefed on subjects having life-and-death significance, such as heat conservation, emergency kits and shelters. Then they were suited up in heavy, fur-lined clothing and escorted to the wind tunnel, refrigerated to deep-freeze temperatures.

The 14 men endured the icy blasts long enough to cook and eat a meal of pemmican—a survival ration. Then they gladly returned to the warm, sunny "outside world."

The afternoon session convened in the swimming pool, where the bare fuselage of an aircraft was suspended.

Students had to push a life raft, inflate and board it in the same manner as would be required in a ditching at sea.

Since the agency's Arctic survival course was instituted in September 1958, more than 50 FAAers have successfully completed the frigid CAMI curriculum.

Among the recent graduates are the following from the agency's Flight Inspection Division: Charley R. Watson, Robert W. Anderson, Leonard D. Jones, Russell C. Hilton, Carella Arduvino, J. G. Broudy, Leo J. Suter, Robert Chadwick, James D. Kinney, Stuart Peace, Wally G. Kerr, Jack O'Neal, Carlton D. Chapman, Roy L. Keffer, Jr., Amuel G. Goen, Don Gilstrap, Earl V. Williams, Mark L. Landoll, George F. Puskarich, H. L. Belvin, Charles A. Sobetsky, Ben F. Hill, Stan Young, Jack Maloney, James D. Caldwell, Paul R. Gerald, and James D. Brandon.

Overseas National Airways personnel who participated recently included: James R. Fairbanks, L. P. Gurley, Robert H. Vuncannon, Victor V. Deal, Irving Zaslow, Ray Carrier, T. J. Sellner, Robert G. Drevitson, Henry J. Whithouse, Kenneth W. Meade, Richard F. McConnell, Lee A. Dee, Arnold D. Pilkington, Earl J. Howe, Jr., and Bob F. Peavler.

Employee Marks Milestone In Varied, Unusual Career

SACRAMENTO—Presentation of a 35-year service pin to an FAA employee is not unusual—but when Bruno D. Koven, a supervisory electronics technician here received his jeweled emblem, it was a bit out of the ordinary.

"Your roster of duty stations since you came to the CAA from the Navy in 1939 reads like a travelogue of the Western Region," said Koven's boss, G. E. McCarthy, Sacramento Sector Chief, in making the presentation.

Among the 12 FAA stations Koven has served at are some of the agency's smallest facilities, including Mormon Mesa, Utah; Blue Canyon, Calif.; Bryce Canyon, Utah; Fallon, Nev., and Kingman, Ariz. He also has served at sectors serving the most heavily populated sections of the West, including Bur-

bank and Long Beach, Calif. and Phoenix.

In his present Sacramento position, Koven is in charge of maintenance work on FAA air navigational aids and other equipment at the two Sacramento airports and facilities at Squaw Peak and Tahoe Valley situated in the Lake Tahoe area.

Among those who helped Bruno celebrate his 35-year career milestone were Forrest Miller (a 30-year-man himself) now stationed at McClellan RAPCON, who helped Koven set up the Long Beach FSS, and Norm Coad, Sacramento Municipal Airport Manager, who has worked with Koven throughout his stay here. Also present were numerous representatives from FAA facilities at Sacramento, Marysville and Stockton.



Top Speaker

Pacific Region's Male Employee of 1969, John Coppinger, Honolulu Tower controller, has been elected Governor of the Hawaii Toastmasters International, an organization devoted to public speaking development. (Also see, "Youth Program" story, page 8.)

Studies Explore Use of Nitrogen For Fighting Fires

NEW YORK—Liquid nitrogen, proposed for inerting (fireproofing) fuel tanks in commercial airliners, could also be used to extinguish powerplant fires, according to a NAFEC engineer.

A system for inerting tanks contains enough extinguishant for powerplant fires and gives greater fire protection than present systems, project engineer Eugene P. Kleug said.

Preliminary test results were made known at the recent annual meeting of the National Fire Protection Association here. Klueg is in charge of the project at NAFEC where tests are being conducted on an engine nacelle in a fire-test wind tunnel.

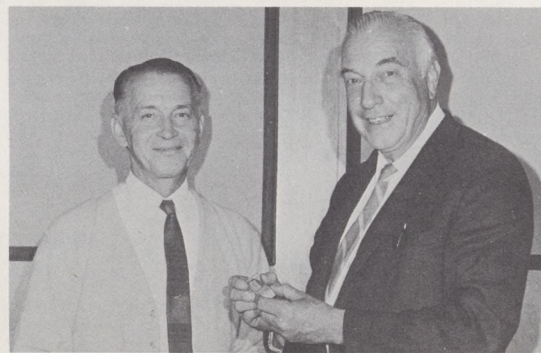
The engineer told the meeting that the effectiveness of liquid nitrogen appears to depend on the rate at which it is applied to the fire, not the total quantity discharged or the length of discharge time. Test fires were extinguished within two or three seconds of discharge, he said.

Certain military aircraft use liquid nitrogen to inert fuel tanks and it has been proposed that airliners also use it. More recently, it has been suggested to use the same nitrogen source aboard the plane to extinguish fires in the aircraft's powerplant.

Liquid nitrogen, less costly than conventional agents, has never been tested for this purpose in aviation.

FAA is conducting the tests to get design criteria information on extinguishing systems and to compare effectiveness of liquid nitrogen with other extinguishants.

Tests at Atlantic City, started last October and continuing intermittently, are due to be completed by July.



Jeweled Pin

For 35 years of service Bruno D. Koven (left), Sacramento Airway Facilities Sector, is given a jeweled service pin by G. E. McCarthy, Chief of the Sector.



Engineers Honor

An engraved gavel and plaque is presented to Harry Fulwiler, Jr. (left), of the Maintenance Engineering Division of Systems Maintenance Service, by Federal Highway Administrator F. C. Turner. The presentation honored Fulwiler's excellent work as president of the National Association of Government Engineers. Looking on is Dean Favel, FHA, current president.

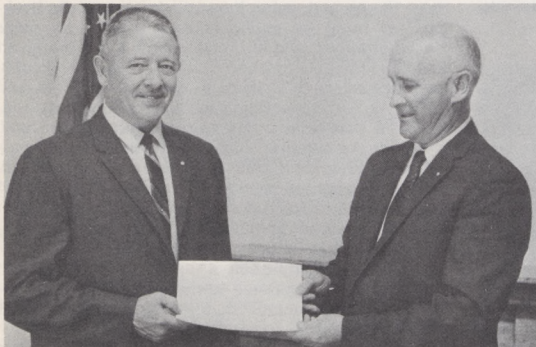
5th Maintenance Conference Set

OKLAHOMA CITY—The Fifth Annual Aviation Maintenance Symposium will be held here Dec. 9-11, 1969 at the Skirvin Hotel.

Theme of this year's meeting will be "Advances in Aviation Maintenance Technology."

Last year's event, also held in Oklahoma City, drew an attendance of over 500, including representatives from ten nations.

FAA's annual maintenance symposium has won worldwide support among aviation interests, serving as a platform for exchange of ideas.



Southwest to Beirut

SSP Certificate is awarded to Chief Advisor Charles E. Sharp, Jr. (left), by Arthur Beeton, Senior FAA Representative in the Beirut office of the Europe, Africa and Middle East Region. Sharp has served two years in the Middle East and Beeton is completing his fourth year in Beirut. Both Sharp and Beeton worked in the Southwest Region for many years.



HORIZONS

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Meet . . .

THE LANCERS

Like Jousters of Old, They Dedicate Themselves to the Crusade Against General Aviation Accidents.

By Dave Myers

Garbed in gold blazers bearing colorful crests, the Central Region's Lancers are out to do battle with general aviation accidents.

The Lancers are 17 accident prevention specialists distributed throughout the region as members of GADO staffs. They provide a hard-hitting, far-ranging response to the agency's designation of Central as one of the two regions charged with conducting a two-year accident prevention test program. Results of the programs in the Central and Southwest Regions will provide the basis for what may become a nation-

wide accident prevention effort.

The Lancer idea—the brainchild of William R. Ost, the region's Planning and Evaluation Officer in Flight Standards—is aimed at giving color and a sense of urgency and mission to the overall accident prevention program.

As the July mid-point in the program approaches, there are indications that both the accident prevention program—and the contributions made to it by the Lancers—are paying real dividends.

"Results to date have been most encouraging,"

says Central Region Director Ed Marsh. "In terms of the kind of nationwide response we are getting, we look for a reduction in the accident rate."

The Lancer idea represents only one facet of a broad accident prevention program. Long before the Lancers were organized, accident prevention specialists were hard at work throughout the region on a variety of activities designed to trim the toll of accidents. These specialists work out of GADO offices. They set up pilot seminars, prepare educational materials, helpful hints and accident prevention bulletins and arrange for speakers at pilot meetings. Speakers frequently are from air traffic facilities and from the Weather Bureau. Under the overall guidance of the region's Accident Prevention Coordinator, C. A. (Chet) Davidson, the specialists work very closely with pilot groups, fixed base operators and individual pilots on a wide variety of safety programs. These programs are reaching thousands of pilots in the 12 states.

As Lancers, the same specialists successfully focus interest on the overall anti-accident crusade. Whenever a Lancer team arrives in a particular city, it is given wide publicity through TV, radio and the newspapers.

One effective Lancer weapon in the fight against accidents is a specially-equipped mobile van which doubles as a temporary tower. The van contains a complete library of FAA publications. These include FARs, Advisory Circulars, aircraft flight manuals and the full range of FAA circulars and brochures prepared to give the general public a better understanding of the FAA.

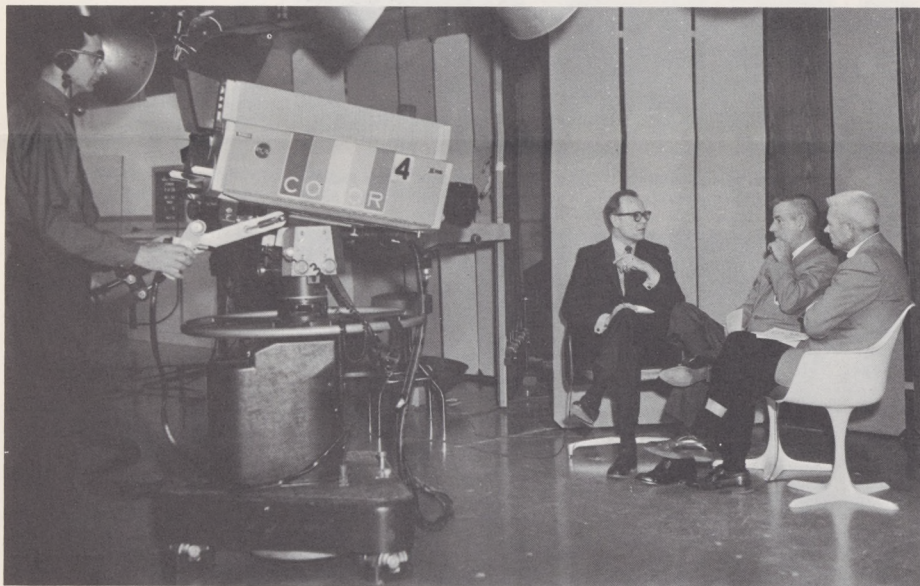
The Lancers have pioneered a unique "learn-by-seeing-and-doing" method of promoting flight safety. After a seminar on such matters as safe takeoff and landing procedures and safe pilotage in the vicinity of airports, the entire seminar group goes to the local airport. Here, points covered in the talk are demonstrated in an aircraft by an FAA pilot or a fixed base operator.

Pilots attending the seminar are invited to obtain an evaluation of their flight techniques by taking off and landing while Lancers provide a running critique from the ground, using the van's two-way radio hook-up tied in to its public address system. In other demonstrations, and in the seminars, pilots are given practical pointers on short field landings and takeoffs, landings on rough airstrips or sod covered fields, and other matters reflecting special conditions encountered in particular areas where seminars are held.

During the seminar, spatial disorientation—a fancy term for vertigo or dizziness—is thoroughly explained. Spatial disorientation sets in when a pilot who is not experienced in instrument flying allows himself to become involved in instrument weather. A Barony chair—one that induces vertigo—is used to demonstrate dramatically such a pilot's control reaction when he loses reference to the ground. The demonstration leaves no doubt as to the grim consequences that can result.

At the conclusion of each Lancer seminar, pilots "join" the Lancers by pledging themselves to continuing observance of safe flying practices. Each pilot is then awarded a Lancer decal.

There has been enthusiastic pilot response to the appearance of the Lancers. A typical three-day Lancer program in Peoria brought out more than 600 pilots. There was heavy attendance, also, at a three-day



The Lancer approach to aircraft accident prevention continues to garner a great deal of publicity. Here, an interviewer for a Peoria TV station talks to Accident Prevention Specialist Lee Ruebush (right), and Chet Davidson (center), program coordinator.



First in a series of FAA Lancer appearances was at a large aviation safety seminar held in Peoria. Among original Lancer members conducting that program are (from left): Lee Ruebush, Accident Prevention Specialist, Springfield; Joseph H. Frets, Central Region Public Affairs Officer; Chet Davidson, Accident Prevention Coordinator; and Williard L. Pederson, Accident Prevention Specialist, Indianapolis.



A Lancer talks to a pilot during various maneuvers as part of a practical demonstration incorporated into the group's appearance at Rockford, Ill. Specially-equipped van broadcasts the two-way radio exchange. Lancers participating are (from left): Lee Ruebush, Chet Davidson and John Hunt.

Rockford program and at several one-day sessions conducted in other Central Region cities.

Local pilot organizations and fixed base operators work with the Lancers in arranging programs responsive to local needs. State governors and members of aeronautics commissions have cooperated by designating specified months as "General Aviation Month." A great deal of publicity has been garnered by proclamations made so far by the governors of Illinois, Nebraska, Iowa, Indiana, Missouri, Kansas, Michigan and Minnesota.

Before the program is completed, the Lancers and their van will have visited key cities in all 12 states.

The region's accident prevention campaign has emphasized corrective action through education rather than enforcement. Motivating pilots to fly safely out of self-interest is a key facet. Another is pinpointing deficiencies at airports, airport facilities or within the aircraft itself, then eradicating these potential accident causes.

Existence of the program in no way infers that

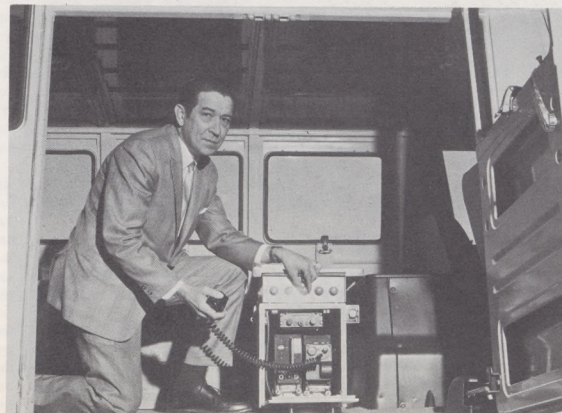
This is the first of two articles on the progress of a new FAA aviation accident prevention program being carried out on a test basis in the Southwest and Central Regions. Details on the Southwest Region's program will be covered in the next edition of *Horizons*.

general aviation flying is dangerous. Its main thrust stems from a conviction that although general aviation's accident record is good, it can be made better through positive action.

The Lancers—and the GADO office with which they are associated—are: Roger K. Riggins, Billings; John W. Hunt, West Chicago; Clyde A. Martineau, Des Moines; Verdon Kleimenhagen, Detroit; Robert T. Broadbent, Fargo; Jack T. Parrish, Grand Rapids; Lauren D. Basham, Helena; Willard L. Pederson, Indianapolis; L. J. Cox, Kansas City, Kans.; Alfred Milana, Lincoln; Jerald D. Mertens, Milwaukee; Harry W. Demmerly, Minneapolis; Victor Frier, Jr., Rapid City; Roger L. Mitchem, Berkeley, Mo.; John B. Hodge, South Bend; Lee L. Ruebush, Springfield and Richard F. Scholtz, Wichita.



Central and Southwest Region representatives—33 in all—gathered recently in Oklahoma City to thrash out the agency's new accident prevention program being carried out in those regions on a test basis. Each region is taking a different approach but both have a common goal: reducing aircraft accidents. Conference was presided over by Andrew J. Prokop, Chief, General Aviation Operations Branch, Flight Standards Service.



William R. Ost, creator of the FAA Lancer concept, demonstrates the transceiver unit in the specially equipped Lancer cab.

51 Hours On-the-Job Merits Special Award

NEW YORK—An employee who stayed on the job 51 long hours during last February's crippling snowstorm—Sal Perricone, of the Eastern Region's Communication Center—has been honored with a Special Service Award.

Perricone reported to his Kennedy Airport office at 8 a.m. the first day of the big storm, a Sunday, and did not leave until almost noon the following Tuesday.

Despite blizzard conditions that played havoc with communications, Perricone managed to keep top re-

gional officials in touch with one another through telephone conferencing.

Though communication facilities in the area were all but paralyzed, Perricone was able to arrange for the region's Director, George Gary, to participate in the national situation conference (NASCOM) from his Long Island home.

Perricone also did what he could to see that the hundreds of persons who took refuge in the Federal Building were provided with food and shelter.



Friendly Neighbors

Ready to discuss matters of international concern at the recent Northern Maine Local Coordinating Committee meeting are (left to right): Thomas H. Prescott, Regional Controller of Civilian Aviation, Canadian Department of Transport; William E. Crosby, Jr., Assistant Manager, Boston Area Office; and Thomas Archibald, committee chairman and AFS Chief at the Millinocket, Me., Airway Facilities Sector.

Teamwork by U.S., Canada Explored at Aviation Meet

HOULTON, Me.—Canadian and U.S. officials recently met here to explore ways in which the two good neighbors could further increase cooperation and coordination in aviation and air traffic control matters.

Officials of Canada's Civil Aviation Department, Customs and Immigration services met with their American counterparts and a 15-man FAA delegation headed by William E. Crosby, Jr., Assistant Manager, Boston Area Office. Senior Canadian representative was Thomas H. Prescott, Regional Controller of Civilian Aviation, Department of Transport.

The occasion was a regular meeting of FAA's northern Maine Local Coordinating Committee.

Among topics discussed were the FAA's Federal Aid-Airports Program, airport planning in border areas, Canadian policies relative to land acquisition for airports; problems encountered by the Border Patrol on trans-border aviation operations and future plans for Houlton Airport.

Houlton is the only airport in the country at which customs and immigration services for both the U.S. and Canada are available 24

hours a day. Prescott expressed the hope that both nations will simplify exit and entry rules so trans-border air travel can be made even more convenient and tourist travel stimulated.

Also discussed were the regulations pertaining to aircraft from each country based at the other country's airports, and use of U.S. and Canadian pilots licenses in over-the-border operations.

Use of a trans-border teletype relay for aircraft movement messages and computer tie-ins between air traffic control facilities on each side of the border were explored.

The North Atlantic air traffic flow was reviewed and long-range plans were considered to assist in accommodation of this ever-increasing traffic volume.

FAA members of the Northern Maine Local Coordinating Committee attending the meeting included: Thomas Archibald, Chairman; Thomas Ewing, Carl Betterley, Donald Saunders, Harry Anderson, and Richard White.

Other FAAers present were: Sidney Poe, Harold Kennedy, V. A. Scarnano, Carroll Philbrick, Ira Miliken, Enzo Bassi, N. L. Clark, and Richard Carlson.

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(Unless otherwise noted, the source for each of the following reports and papers is TAD-484.3)

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Dedicated

For staying on the job and working continuously for 51 hours during the blizzard that paralyzed the Northeast last February, Sal Perricone of the Eastern Region's Communication Center is awarded a Special Service Award by Deputy Director Wayne Hendershot.

Interest in FAA Careers Is Stimulated by Exhibits

STOCKTON, Calif.—Of the 6,682 students who visited Career Day exhibits and attended career guidance sessions at the fairgrounds here recently, more than 900 inquired about future careers with the agency.

During the day-long annual event, students clustered around the agency's electronic exhibit on aeronautical occupations and related school subjects. By pushing buttons designating specific aviation careers, students were given instantaneous data on school courses that are required to prepare for that particular occupation.

The information is flashed on an electronic display.

The students also took home hundreds of brochures and pamphlets on the agency and agency careers.

FAA personnel on duty at the exhibit were kept busy answering students' questions. Among those who participated were employees of the Stockton FSS, Stockton Tower and Stockton Airway Facilities Sector. Employees from the Modesto Airway Facilities Sector also helped.

The career program was presented by the San Joaquin County Youth Guidance Center here.



Safety Dinner Attendees

The annual dinner meeting in Renton of Seattle GADO personnel and designated pilot examiners was a focal point to discuss certification procedures, improving flying safety and implementing better ways to serve the aviation industry. FAA inspectors and examiners attending were (left to right): Back row—Donald Frost (FAA), Henry Reverman, Elgar Roles (FAA), Jack Hocker, Chester Forsberg, William Lindgren, William Southern, William Fisk, Hal Morrill (FAA), Ralph Lawson, Robert Wigen, Charles Gross, and Lloyd Weldon (FAA). Middle row—Edwin Kerns, Allen Odell, Robert Crowther, William Marsten, Frank Benedict, Alfred Scamahorn, Lawrence Davis, Delmar Randels (FAA), and Milton Camerer. Front row—Ronald Smith, Gerald Garbell, Robert Chase, Lewis Bretthauer, Peter Bowers, Devon Edrington, Arthur Bell, Forrest Taylor, and Hugh Fancher.



Agency to Serve Central America

WASHINGTON—A contract to provide technical assistance for air navigational and traffic control services to the Central American Corporation for Air Navigation Services (COCESNA)—a five-nation governmental group consisting of Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua—has been signed by the FAA.

Although the FAA has traditionally provided technical assistance to Latin American countries under auspices of the Agency for International Development (AID), this is the first time the agency will provide the services under a direct reimbursable contract.

Main objective of the project is to provide COCESNA with highly specialized technical assistance in the installation and maintenance of navigation aids and communications facilities.

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 FT-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: If an employee stationed in Honolulu transferred to Guam, his allotment would be terminated under Notice 2730.17, even though his paycheck originated at the same office. An employee stationed on Guam, Wake, or Samoa cannot apply for allotment deductions. I would like an interpretation as to whether this is the intent of N 2730.17.

Answer: N 2730.17, authorizing allotments of pay for savings, is applicable only to employees stationed within the United States (50 States and District of Columbia). This restricted coverage is based on Treasury Department regulations, implementing PL 90-365, which specifically exclude employees stationed outside the United States. However, under Public Law 87-304, these employees already have the option of authorizing pay and savings allotments. If you desire to exercise such an option, contact your accounting division.

Question: We have had a Norwegian exchange student living with us during the school year. Prior to his arrival, I received a letter from the company carrying my Federal health benefits insurance stating that exchange students are not covered under its plan. With the Internal Revenue Service allowing a tax deduction for such students and local schools waiving tuition and book fees, would it not be possible to include them under the various health plans during their temporary stay in the United States?

Answer: Only family members are eligible for coverage under Federal employee health benefit plans. The law establishing this program defines family members as the employee's spouse and his unmarried children under age 22, including legally adopted children. Stepchildren, foster children, and recognized natural (illegitimate) children are included if they live with the employee in a regular parent-child relationship. Parents, other relatives, and other persons residing with the employee (either temporarily or permanently) are not eligible for coverage.

Question: A radar maintenance unit is comprised of a GS-12 Supervisor, three GS-11 watchstander technicians and one GS-9 electronics technician (Radar). To what extent do the three GS-11 watchstanders have supervisory authority over the GS-9 technician?

Answer: The GS-11 Technicians are not considered supervisors over the GS-9 Technicians; however, as higher grade journeyman-level electronics technicians, they are directly responsible for the major systems. When assigned, they direct details and inspect the work of the GS-9 as required in discharging this responsibility. Full supervisory responsibility for both GS-11 and GS-9 personnel is exercised by the GS-12 unit chief.

Question: Order 3550.8 on scheduled telephone availability states that when necessary for important aviation activities, employees may be required to remain available by telephone during certain periods of their off-duty hours. They do not have to stay at home, but they must leave a phone number so that if called to do emergency work they can be ready to work and report to their worksites in a reasonable time. My questions are: what is an "important aviation activity?" What is "a reasonable time?" What is "ready to work?"

Answer: "Important aviation activity" includes air traffic control, restoration of navigational aids, accident investigation, aircraft maintenance and executive piloting. "Reasonable time" is, normally, two hours. "Ready to work" refers to physical and mental conditions which enable an employee to work satisfactorily.

Question: An employee worked a midwatch that started at 2300 Tuesday to 0700 Wednesday (Wednesday being a holiday) followed by two days off. On what day would he receive holiday pay?

Answer: Your question cannot be answered without more information concerning your work schedule during the full pay period. Check this with your servicing payroll office.

Question: In July 1968 I signed a two-year employment contract for a job in an IFSS. The bid sheet announcing this vacancy specified that the job would have a 48-hour workweek plus 25 per cent post differential. However, since I've reported for duty, my 48-hour workweek has been cut down. Is this a breach of contract?

Answer: As a general rule, employment agreements do not specify administrative workweeks, hours of duty or premium compensation. The main issues covered by these agreements are transportation allowances and return rights. For specific information regarding your overseas service, including agreements under which you worked, contact your servicing personnel office.

Stewardess

(Continued from page 1)

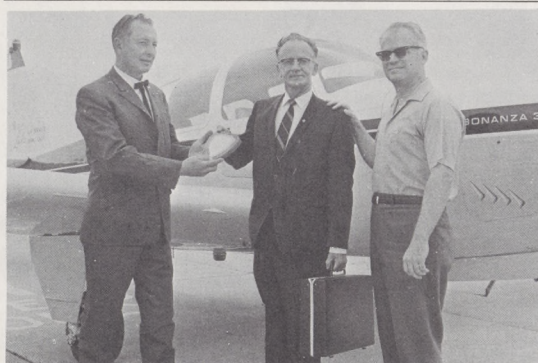
clothing and applied an ice pack. When the passenger lapsed into unconsciousness and her pulse became irregular, Miss Riley began mouth-to-mouth resuscitation and continued it until the plane landed at the nearest airport. She continued administering artificial respiration en route and at the hospital until relieved by the head nurse.

The award was presented by Clay Hedges, Cleveland Area Manager. Following the presentation, a luncheon was held with Miss Riley and her parents as guests of honor.



A Long, Long Way

Contributing a few more laps on the "trip to Washington" are Oklahoma City joggers (from left), William Graham, Air Carrier Operations Section of the Academy; John Graziano, Chief of the Office of Compliance and Security; and Calvin Davenport, Chief of the Procurement Division.



Departing Gift-Laden

Those whom Edward E. Johnson (center) worked with at the Red Bluff FSS in Northern California while he was Chief came bearing gifts on the occasion of his transfer to Sacramento where he is the new FSS chief. Bruce Baron (left), president of the Tehama County Aviation Association, presents Johnson with an engraved plaque in appreciation of his services to the pilots' organization. Frank Paulissen, Red Bluff FSS supervisor, presented the attache case, a gift from fellow employees.

Fair Employment Is Aim Of New Advisory Board

CHICAGO—To insure that all FAA elements in this metropolitan area are giving proper emphasis to the Equal Employment Opportunity program, a group known as the Fair Employment Advisory Board (FEAB) is meeting here monthly.

Under the leadership of Norman A. Amundsen, Assistant to Area Manager Paul E. Cannon, the FEAB is sponsoring a series of EEO seminars. The talents of agency personnel and minority

group representatives from the Chicago area are called upon in organizing seminar programs.

The most recent seminar discussed equal employment opportunities for women. Participation and presentations were arranged in advance so that woman's role in the FAA could be explored thoroughly. When the seminar was over, participants agreed that they had a better understanding of the agency's EEO mission and efforts.



Seminar Attendees

Chicago Area FAA employees participating in a recent day-long seminar devoted to Equal Employment Opportunity for women were (left to right, front row): John Wilson; Willie Baker; Esther Wakefield; Anna Nodicka; John F. Wobbolding, Assistant Area Manager; Virginia Steffin; Doyle Hegland; and Lillian Kogut; (second row): Eugene Stewart; Barbara O'Neill; Dorothy Wilkinson; Thelma Crook; Hugh Weeks; Margaret Vaughn; Wilma Taylor; Floyd Emanuel; and Winchester Davis; (third row): Joseph Yakley; LaVone Wagner; Julia Johnson; Don Kelly of the Chicago Urban League; Albert Kennedy and George Hill; (back row): Loraine Bergluis; Harold Lufkin; William King, Central Region EEO Officer; Sue Evans and LeRoy McCarthy.

Joggers

(Continued from page 1)

Offices; Loren Helm and Dr. Harry Gibbons of CAMI; Joe Manning and Don Herndon of Flight Standards Technical Division; Ted Rodarm of the Depot; Calvin Davenport of Procurement Division; Len Miraldi and Leland (Tex) Wilborn of Aircraft Services Base; Bill Graham and Fred Fairweather of the Academy; Steve Brodnan of National Flight Inspection Division; and Roy Klotz, FAA member of the DOD-FAA ATC Training Council Secretariat. Commander Philip Sherman of the Coast Guard Institute is also a member.

London

(Continued from page 1)

the award for the most meritorious travel effort made in the London Daily Mail's unique air race.

In his race category, Kleiner was required to travel as an "average passenger of the jumbo jet age," using the normal means of travel to and from the airports. Entrants in other categories used motorcycles, helicopters and, in at least one instance, an ambulance.

Kleiner's total time from the top of the Empire State Building to the top of the General Post Office Tower in London was 10 hours, 55 minutes and 21 seconds. This was a little more than twice the best time, 5 hours, 11 minutes, 22 seconds, achieved by a British Navy pilot flying a supersonic jet. Kleiner flew to London on a scheduled commercial airliner.

Judges awarded him one of several prizes reserved for persons who did not make particularly fast time but "conducted themselves in a meritorious way."

While he was getting ready for the trip, Kleiner's sponsors saw to it that he was not bothered by the many details usually associated with such a venture. Staut acted as manager, Ean handled publicity and Scorse was in charge of training.

Paris

(Continued from page 1)

The two prototypes of the British-French supersonic Concorde also were present at the show, and the arrival of the first one (the French 001) brought traffic on the Champs Elysees to a standstill when it flew low and slow along the length of that famed boulevard.



Out of a nondescript block of wood, a sculpture of rare symmetry and beauty emerges under the skilled hands of the Federal Air Surgeon, Dr. Peter V. Siegel. It's his way of relaxing.

Wood Comes 'Alive' In Surgeon's Hands

By Theodore Maher

WASHINGTON—For relaxation, for working off the pressures of a demanding job, there's nothing like the ancient art of wood carving, Federal Air Surgeon Peter V. Siegel will tell you.

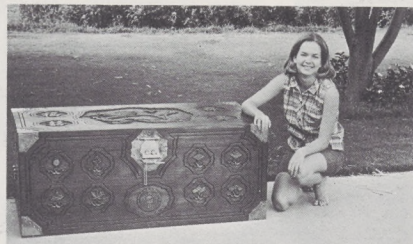
Transforming a plain old block of wood into a polished work of art gives Dr. Siegel more than artistic satisfaction.

"When you're in a pressure job, you can't help feeling tension. I've found that chiseling away at a piece of wood promotes relaxation. And there's satisfaction in creating

something. Reading and golf help, too, but I prefer carving."

Though the doctor's wood sculpturing is strictly for fun and relaxation, the end results have both artistic and economic value. His wood carvings have sold for as much as \$500. However, he is not interested in cashing in on his work. In terms of time alone, his sculptures are priceless—some of them have taken him as long as seven years to complete.

Occasionally, he works in stone or clay, but prefers wood. To him, wood is "alive," and convenient to



Painstakingly, Dr. Siegel carved and decorated a "one-of-its-kind" chest for his daughter, Audrey. Also shown is the cruise plaque he carved aboard the carrier Oriskany as Air Group Flight Surgeon during the Korean War.



work with. "I can quit working on a particular piece whenever I want and pick it up again whenever I'm so inclined," he said.

Usually, Dr. Siegel works with hardwoods—walnut, mahogany or teak—but he likes the soft fruit tree woods also. He once carved a figure of "Johnny Appleseed" from apple wood, finding it "beautiful" and easy to work with.

Most of his cutting is done with chisels of various sizes and shapes. After the rough carving is done, he refines the work with rasps, files, and sandpaper. Usually, he works from a sketch. However, he has been known to change the concept of a carving in midstream to highlight an effect suggested by the grain of the wood.

Carving Signs of Zodiac

Currently, Dr. Siegel is carving the 12 signs of the zodiac in blocks of wood 16 inches square by 2 inches thick. He plans to mount the carvings in a screen to be used as a room divider.

Dr. Siegel's boyhood was spent on a Missouri farm where he learned the art of wood carving from his grandfather, a master craftsman and a first-rate farmer to boot. "I also learned the feel of

wood across my backside at a very early age," he recalls.

His early carvings took the form of cartoon characters, wooden chains and puzzles. Later, as a Navy doctor during World War II, he became interested in the carvings of the South Seas. Two primitive figures, carved by him with primitive tools on the island of Saipan, are mementoes of this period. One of Dr. Siegel's carvings, a primitive family group, can be seen in the Administrator's outer office.

Recalled to active duty during the Korean War, Dr. Siegel served on the carrier Oriskany as Air Group Flight Surgeon. During this tour of duty, he carved a ship's cruise plaque and each of the Air Group squadron emblems.

But carving did not keep him from pursuing another of his major interests—flying. When the carriers' flight schedules were heavy, he relieved crewmen, flying the ship's guard helicopter. On two occasions,

he helped rescue pilots from planes ditched in the sea. (During carrier takeoff and landing operations, guard helicopters are launched to assist pilots whose planes "don't make it".)

Dr. Siegel took his first flying lesson before he was 20. He now holds a commercial license with an instrument rating and has more than 4,000 hours of flying time.

Since becoming Federal Air Surgeon, he has been the recipient of three awards: the Howard K. Edwards Award, presented by the Aerospace Medical Association for outstanding practice of clinical aviation medicine and research concerning professional airline pilots; a DOT-FAA Meritorious Service Award; and a Civil Aeronautics Board-FAA Citation.

He received his medical degree from New York University. He became the Federal Air Surgeon and Director of the Office of Aviation Medicine in 1965.

Third Pay Hike Starts on July 13

EDITOR'S NOTE: The following article, prepared by the Office of Personnel, is part of a continuing series aimed at clarifying and enlarging understanding on various agency policies and procedures.

WASHINGTON—On July 1, General Schedule (GS) employees throughout the Federal service will receive the third and final pay adjustment authorized by the Federal Salary Act of 1967. For FAA employees, the effective date of this final pay adjustment is July 13, 1969. The 1967 pay raise legislation was enacted by Congress to bring Federal salaries in line with similar jobs in private enterprise as provided in the Salary Reform Act of 1962. This is known as the comparability process.

The first step in this process involves the Bureau of Labor Statistics' national survey of professional, administrative, technical and clerical pay. This survey was developed specifically for comparability purposes by a joint task force composed of representatives from the White House, the Bureau of the Budget, the Civil Service Commission and the Bureau of Labor Statistics. First developed in 1958, it has remained substantially the same since 1961.

The 1968 Bureau of Labor Statistics' survey covered 42 professional, 9 administrative, 9 technical and 21 clerical jobs.

The next step in the comparability process is the examination of rates by the Bureau of the Budget, the Civil Service Commission and the Bureau of Labor Statistics. The purpose of this portion of the com-

parability process is to assure that rates resulting from the survey are representative of work level (GS-7, GS-9, GS-11, etc.) Bear in mind, however, that neither OST nor FAA take any part in the comparability process.

After private industry rates have been surveyed and examined, a

series of pay rates is set up for each grade level. Step 4 of the General Schedule corresponds to the rates paid in private industry. It serves as the foundation for the rates in the other steps of each grade. Step 4 represents the level the average GS employee has reached within his grade.

Films, Tours Draw Crowds To FAA Aviation Seminar

WHEELING, Ill.—A pilot seminar and a public open house gave Pal-Waukee Airport Tower its busiest weekend recently.

More than 260 pilots showed up on a Friday evening to participate in an FAA aviation seminar.

Two days later, at Sunday's open house marking the tower's second anniversary, about 1,000 persons visited the facility, starting at 10 a.m. Two FAA films—"A Traveler Meets Air Traffic Control" and "Airports in Perspective"—were run continuously on the tower's second floor.

When not on duty controlling aircraft, Pal-Waukee controllers conducted tours and showed films. Among controllers who pitched in were Wayne Carns, Doug Hentges, Edgar Koscielniak, Bill Martin, Lauren Sposton, Andy Webb, Keith Lindquist, Jim Norcutt and Bill Yocius.

One pilot took off from neighboring Sky Harbor Airport with three friends to tour the tower. But shortly after takeoff, the plane's

engine cut out and the pilot was forced to make an emergency landing. Still determined to visit the tower, the pilot and his three friends continued the trip to the airport by car.

George J. Preister, owner and operator of the airport, provided free coffee and cookies for visitors and displayed aircraft.

Panel members at the aviation seminar included Tower Chief Bill Yocius, Ray Cullerton of the Chicago Center, Jim Rowen of the O'Hare ATCT and Jim Norcutt of Pal-Waukee Tower.

Others were John Hunt, accident prevention specialist, Dupage, Ill., GADO; Casey Colao, Joliet, Ill., FSS; Harley Laird, Weather Bureau; and Commander C. Shaw of the U.S. Coast Guard, Glenview, NAS.

Discussed were weather, Coast Guard procedures for air-sea search and rescue, procedures for flying in high-density areas and services available to general aviation pilots.



Path to Leadership

Elementary school youngsters in Hawaii are helped along the path toward clear, effective speech in a new leadership program headed by FAA employees, including John Mow (above), a Pacific Region auditor.

Youth Program Sparked By FAA Hawaiian Trio

By George Miyachi

HONOLULU—To help develop leadership qualities in Hawaii's youngsters, a group of FAAers recently conducted a program on clear and effective speech.

The Youth Leadership Program, conducted at Shafter Elementary School in Honolulu, consisted of eight weekly training sessions.

The sessions were modeled after procedures adopted by Toastmasters Clubs to which the FAAers who launched the program belong. They are John Mow, auditor; Al Loo, Proficiency and Development Officer, Honolulu Tower; and John Coppinger, Air Traffic Control Specialist at Honolulu Tower.

"At each meeting, students picked a class president to conduct the meeting and preside at the election of other officers," Mow said. "This gave them experience in handling a formal meeting. The students were assigned speeches and also were asked to give impromptu talks."

Students were assigned to evaluate the speeches, leading to gradual improvement, Mow said.

"There is a great deal of satisfaction in helping youngsters develop leadership potential," Mow said. "As for the students themselves, they are usually so enthusiastic about the training that they hate to see the courses end."