



## FAAer's Command: "Jump"! Saves a Test Pilot's Life

MIDLAND, Tex.—Fighting an uncontrollable spin in a new aircraft, the company test pilot heard the calm voice of Robert A. Gambrell of FAA loud and clear over the aircraft's radio.

"Bail out! Bail out!" Gambrell urged as the plane he was observing continued to tumble toward earth.

After what seemed an eternity to Gambrell, test pilot Bill Robinson of Windecker Research finally "hit the silk."

Safely on the ground, with only a sprained ankle to remind him of his narrow escape, Robinson credited Gambrell, an FAA project test pilot, with saving his life.

"I couldn't read the instruments during the spin, and was literally mesmerized by the plane's behavior," he said. "I heard Gambrell's jump command clearly. That's what saved my life—I doubt if I could

have left the aircraft otherwise."

For his part in the drama enacted in the West Texas sky, Gambrell received a Special Service Award of \$250. It was presented to him by George Ireland, Chief of the Flight Standards Division.

Gambrell had been on the test job for two weeks when the emergency occurred. Only two more flights were needed to end the certification series—then production could begin on the Windecker Eagle, the first all-fiberglass aircraft to be produced in the United States.

Piloting a Cessna 210 chase plane, Gambrell was watching from aloft as the last of a series of aft center-of-gravity spins was demonstrated in the new plane.

"It happened at the bitter end of the testing," Gambrell said. "The new aircraft stabilized in one spin, then it failed to recover. I later



Robert A. Gambrell

learned that Robinson attempted to activate the spin chute, but accidentally hit the release button. I radioed him some recommendations for regaining control. When I saw the test aircraft wasn't responding,

(Continued on Page 7)

## Offer Cash for Ideas In New Safety Contest

By Nancy Koplinka

WASHINGTON—The second agency-wide contest for the best safety cartoon suggestions has been announced by *FAA Aviation News*, the monthly magazine promoting general aviation safety.

Twelve \$25 cash awards will be given for the dozen best entries received. Winning ideas will be incorporated into safety cartoons to be published in a year's succeeding issues and in safety posters distributed throughout the country and abroad.

Each winner will receive credit in the issue of the magazine containing his or her cartoon idea.

To enter the contest, describe an aviation safety problem frequently encountered in your area. This can be presented as a rough pencil sketch or in greater detail approximating what the finished cartoon would depict, or merely in words. For example:

"Pilots should realize that flying close to the ground to buzz the home of a friend or thrill a passenger can be dangerous. A cartoon depicting this could show a plane flying close to the ground skimming a tree, leaving a hole in the tree and part of the plane's landing gear behind."

With each entry, include a rhymed couplet describing the problem, similar to the following: "Leave buzzing to the bees, Stay clear of the trees."

The cartoonist's treatment of this sample subject is on page 7.

Entrants are advised not to refer to cartoons published previously. All ideas should be new. Entries will be

(Continued on Page 7)



Movie Stars

Star of several dozen movies Walter Matthau (left) and controller Tony Catalano of Long Island MacArthur Tower (who has completed his first film) say goodbye at the end of film shooting with kind words for each other's acting ability.

## Controller's 'Acting' Gets Him Top Billing

By Frank Puglisi

ISLIP, N.Y.—Controller Tony Catalano of Long Island's MacArthur Tower can hardly wait for the movie "A New Leaf" to be released. He has a bit part in the Paramount production playing, of all things, an air traffic controller.

Catalano, whose co-workers now kiddingly call him by such names as Tyrone, Clark and Marcello, doesn't expect to steal the picture from its star, Walter Matthau, but he is pleased with the compliments he got from director Elaine May for the professional skill with which he handled his lines—or line, to be more accurate. Even though he is doing what comes naturally by playing a controller, it's a different thing when the camera is on you and people are watching your every move.

The scene in which Catalano makes his screen debut goes like

this: Matthau, a businessman and private plane owner, is flying out of town in his converted P-51. As he waits for takeoff clearance, the controller advises him that there is an urgent phone call for him in the airport terminal building. With this, the plane leaves the lineup and returns to the ramp. End of scene and, very likely, end of Tony Catalano's film career.

"It's a big thrill for me to be in the movie," Tony admits. "After all, how many people like me can say they appeared in a major film with a star like Walter Matthau?"

He added that when the movie plays the theatre in his community, the manager has promised to bill it on the marquee this way:

TONY CATALANO  
Starring In  
"A New Leaf"  
With Walter Matthau

## First En Route Class Graduates from Center

OKLAHOMA CITY—Graduation of the first class of course T-402, "En Route Air Traffic Radar Training," marks another significant phase of the agency's expanding air traffic training program.

The course, supplementing the agency's en route initial training course, was designed to qualify en route controllers in the field for radar control duties. During the 12-day course, an intensive study is made of radar air traffic procedures and simulated control problems, all conducted in an en route radar laboratory environment.

When students return to their respective facilities, minimum on-the-job training is needed to familiarize them with the facility's radar equipment and local procedures before they become fully qualified radar controllers.

Personnel selected for the first class came from 14 en route control facilities as follows: Peter Mattsen, Anchorage; Ramon Pacheco and Alfred Taylor, Albuquerque; Albert Stansell, Atlanta; Donald Guinn, Chicago; John Gallagher, Cleveland; Alvin Dunn, Denver; Leslie Fouts, Indianapolis; Gilbert Mills, Jacksonville; Jon Hoppe, Los Angeles; Joe Mercer, Memphis; James Bradach, Minneapolis; Dennis Himler, New York; Lee Olson, Oakland; and James Beardsley and Robert Hoffman, Washington.

Gerald Vidlock, of the Center's Air Traffic Training Branch, supervised course development and presentation. Harold Downey, lead instructor for the first class, was assisted by James Beatty, Toby Cooper, Donald Elliott, Carl Geisler and William Hirschert.



Shrimp Boats

Studying en route radar targets as they appear to the student working a control problem are (left to right), Henry Guerred, Anchorage Center; and Ronald Hall, Boston Center. Observing is instructor Toby Cooper.

## Area Navigation To Ease Congestion

WASHINGTON—A rule to establish "area navigation" routes—multiple flight paths—as a means of relieving air congestion has been proposed by the agency.

The routes, made possible by the increasing availability of computerized airborne navigational equipment, will provide greater choice of flight paths for commercial and general aviation air traffic.

Area navigation equipment enables a pilot to "establish" a "phantom" radio station anywhere he wants it. The pilot normally would position the "phantom" at his destination, or at an intermediate navigational checkpoint. His course may be shorter than with current techniques, and he could fly outside of the most-congested air routes and thus reduce delay.

In today's system, all airways run between ground radio navigation transmitters (VORs), or the intersection of specific courses from two VORs. Pilots fly a precise course only directly toward or directly away from one of the transmitter sites.

The proposed rule change would amend parts 71 and 75 of the Federal Aviation Regulations to provide for publication of officially designated area navigation routes.

## Drive a Success

WASHINGTON—The number of employees buying bonds and/or Freedom Shares had increased by 4,047 over pre-campaign figures when the successful 1969 Savings Bond campaign came to an end on June 20.

This means that 784 more FAAers than the top figure of 1968 are buying bonds. It represents 83.5 per cent of all employees, which should give all who participated cause to take pride in their achievements.

Crucial tryout for the portable unit took place at Ogden Tower—and it worked. The new equipment was put to the acid test by Installation Technicians Robert Whitney and Earl Colton (leaning over console), and ATC specialists Norman Andreason (right), and Duane Swanson.



New tower fits snugly inside the light plane that rushed it to Ogden from Salt Lake City for testing. It was "on the job" 39 minutes later. Area Manager Vaughn Clayton (background), and Air Traffic Branch Chief Paul McAfee were pleased with the results.



## NEW . . . .

# TOWER in a SUITCASE

By DeEstaing Newton

Assistant Area Manager, Salt Lake City

**E**mergency! Need temporary tower! That was the substance of a simulated message received recently at the Salt Lake City Area Office from Ogden, 30 miles away.

Within 39 minutes, the temporary tower was in operation at Ogden Airport—and the test of the agency's new "suitcase tower" was declared a success.

Weighing less than 70 pounds—a size that fits handily in the baggage compartment of a light single-engine aircraft—the new, compact tower was developed in answer to one of the West's pressing problems: providing temporary tower service quickly in response to emergency situations such as the sudden concentration of fire-fighting aircraft at small, remote airports.

Until now, portable tower service usually required a truck specially-equipped with cumbersome electronic components capable of receiving and transmitting on airport traffic control frequencies. Often it was necessary to drive such a truck 300 to 400 miles to provide tower service—too slow, actually, for most emergencies. Once on the site, the electronic equipment on the truck was not easily transportable to a tower cab or other location to provide the best

utilization, and the benefits of flexibility were lost.

Airway Facilities and Air Traffic employees at Salt Lake City came up with the suggestion for a suitcase-size temporary tower.

When the Western Region concurred, electronics technician Lavern Cope was assigned the task of developing the new tower package. As the job progressed, he was given guidance by other specialists in Air Traffic and Airway Facilities.

The tower that resulted is portable in the fullest

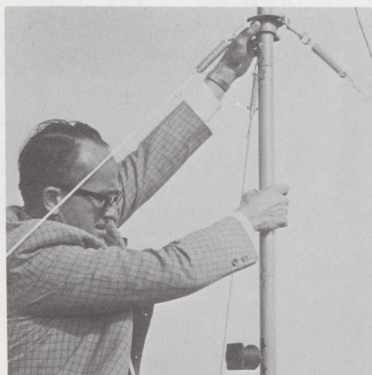
sense of the word—one person can carry it without difficulty. It can operate 48 hours or more without any source of power other than its small, light-weight batteries.

Fully transistorized, the tower can be recharged from an outside power source without interrupting operation. It can also function off an auto battery. Two operating positions with 90-channel capability are provided. One additional receiver is pre-set on 122.5 Mz. By connecting external transceivers to the pair of interlocked jacks at the rear of the unit, two additional frequencies may be provided. Standard Gonsset communicator units may be provided for this purpose.

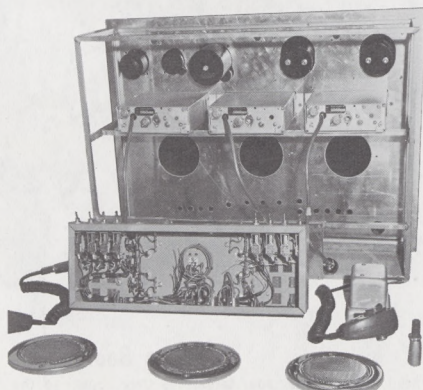
The "suitcase tower" contains wind direction and velocity indicators transmitted to the suitcase display by wind sensing devices atop a 10-foot sectional aluminum mast. Wind mast components are transported within a matching accessory case which also contains a portable signal light gun, binoculars and miscellaneous items for the controller.

"Construction costs for our new portable tower amounted to \$5,030, of which \$1,600 was for labor," said Vaughn Clayton, Salt Lake City Area Manager.

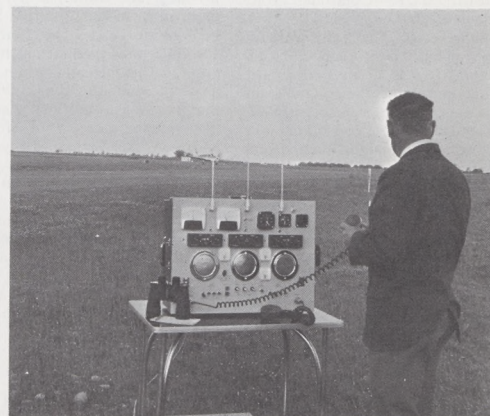
With this new equipment, the region is now capable of a faster, more efficient, response to emergency situations, wherever they may develop.



During field tests, portable aluminum mast, an auxiliary to the tower unit, is adjusted by Lavern Cope, the electronics technician who did the bulk of the development work on the new portable tower.



Stripped down to essentials, the new "tower in a suitcase" has relatively simple basic components, promising trouble-free operation.



Operating under simulated emergency field conditions, baggage-size tower works well for Controller Ed Korzdorfer.

# User Fees Vital, Deputy Declares

By Irv Rippes

READING, Pa.—“The only practical way to find money needed to wipe out critical shortages in airports and airways facilities is to adopt an equitable schedule of user charges,” Deputy Administrator D. D. Thomas told 20th National Maintenance and Operations Meeting attendees at the recent Reading Air Show.

In his address, Thomas pointed out that “no alternative has yet been found for obtaining the vast sums of money necessary to provide the air transportation system with the capacity it now lacks.”

Thomas explained that there is now a shortage of five or six billion dollars worth of airports, and two or three billion dollars worth of air traffic control and navigation facilities.

“This is not to overlook the need for a steady one-quarter billion dollars worth of capital improvements necessary every year in the air traffic control system just to catch up and keep pace with the demand,”

the Deputy Administrator added.

Thomas described requirements for improving and expanding airports and airways facilities as “massive,” saying that the job can’t be done on a national scale without sizable Federal assistance. This assistance, he pointed out, can be available only if new sources of revenue are discovered.

In looking toward the future, Thomas told his audience that national growth owes much to the great advances made in U. S. civil aviation.

“The promises of the future are almost unlimited,” he said. “But to realize these promises there must be substantial investment in the transportation system, so that the airways facilities and the airports can be further developed and improved.”

“Proof that our past is catching up is already at hand,” Thomas said. “We need look no further than the recent system of flight quotas implemented in order to operate the five high-density airports —

Washington National, John F. Kennedy, LaGuardia, Newark and O’Hare.”

Anticipating the possibility that today’s congestion problems may very likely worsen before they improve, Thomas said: “If we take the conservative view and forecast a growth rate of only seven or eight per cent over the next 20 years—or half the rate of growth of the past 20 years—we find that by 1990, the free world air traffic will be six times today’s volume.”

The Deputy Administrator said he does not doubt that there is a widespread civic appreciation throughout the land for the value of air transportation.

“But this appreciation,” he said, “must now be translated into ‘cold turkey’—hard cash—in amounts equal to fill the large voids that exist in both the quantity and quality of our airways and airports. These voids can be filled by the adoption of user charges upon those who stand to gain the most from civil aviation.”



‘Chairborne’ Meeting

This aimed board was convened in a Viscount aircraft parked at the Conroy Aircraft Corporation facility at Santa Barbara, Calif. The meeting was called to evaluate the corporation’s modification of a Douglas DC-3 to incorporate two turbo-propeller power plants. The prototype turbo-prop was displayed at the Paris Air Show. Rocco L. Lippis (center, right), Assistant Chief, Western Region Aircraft Engineering Division, was chairman.

# N.Y. Activates Radar Altitude Readout

By Don Byers

NEW YORK—Another step in modernizing air traffic control service—automatic altitude readout—was taken recently with activation of a computerized alphanumeric radar subsystem in the New York Common IFR (Instrument Flight Rules) Room (CIFRR) at the John

F. Kennedy International Airport.

The CIFRR now automatically provides controllers with altitude information on aircraft equipped to transmit such information. This added electronic capability makes possible a reduction in verbal communication necessary between pilot and controller, thereby providing

more efficient traffic control service. Previously, altitude information had been supplied verbally by the pilot when requested by the controller. Both pilot and controller now will be able to concentrate more on other aspects of air traffic control.

### Ground Equipment At Site

Automatic display of control information on radarscopes is made possible by ground-based equipment at the radar antenna site. This equipment receives and processes radar altitude data transmitted by properly equipped aircraft flying within the operational range of the radar system serving the metropolitan New York area.

The processed altitude-identity radar data is combined with flight plan information (i.e., heading, position, speed) previously stored in the Common IFR Room computer and then electronically generated, as necessary, to the controller’s radarscope as “tags” of letters and numbers associated with the appropriate radar aircraft targets. These tags track along with the targets as the planes they represent move through the airspace.

### Beacon Transponders Used

Aircraft on which altitude information will be tagged must be equipped with an altitude reporting beacon transponder. Aircraft altitudes will be displayed automatically in 100-foot increments, enabling the controller to monitor altitude changes as the aircraft under his control climbs or descends. The new computerization capability will provide controllers an electronic tool for handling the increased amount of air traffic expected in the future.

Electronic alphanumeric radar displays have also been in use at the airport traffic control tower in Atlanta. Both programs are part of an overall ATC modernization plan scheduled for future implementation in other busy terminal areas, as well as for en route air traffic control.

The CIFRR controls all IFR operations to and from Kennedy, La Guardia and Newark, and has been operating as a non-automated radar approach control facility since July 1968.



The ‘Ayes’ of Texas

Enthusiastic “aye votes” were recently cast by the agency for the good work of two Texas Aeronautics Commission staff members who developed flight instructor refresher clinics in the state—Thomas Fiorillo (foreground, second from left), and Robert Sours (foreground, second from right). Southwest Region Director Henry L. Newman (foreground, left), presented FAA Certificates of Appreciation to the pair at a Commission meeting attended also by George W. Ireland (foreground, right), Chief of Southwest’s Flight Standards Division. Commission members are in background.



Russians Welcomed

A delegation of Russian officials, in this country to observe operation of the air traffic control system, is briefed on New York Common IFR Room at Kennedy Airport by FAA Analyst Officer Tom Forster (left). Listening are (from left), Gen. Alexei Semenov, director of the Soviet air traffic control system; Vladimir Samoroukov, U.S. manager of the Soviet airline, Aeroflot; Bernard Finan, FAA’s Civil Aviation Officer in the Office of International Aviation Affairs; Andrei Khariikov, deputy director of the Soviet ATC system and FAAer Theodore C. Uebel, International Liaison Officer, European Region.

# 2 Texas State Officials Receive Agency Honors

AUSTIN—Two members of the Texas Aeronautics Commission staff have been honored by the FAA for promoting aviation and aviation safety.

Thomas R. Fiorillo and Robert Sours received agency Certificates of Appreciation from Henry L. Newman, Southwest Region Director, during a recent Texas Aeronautics Commission meeting.

Fiorillo and Sours developed and coordinated 24 flight instructor re-

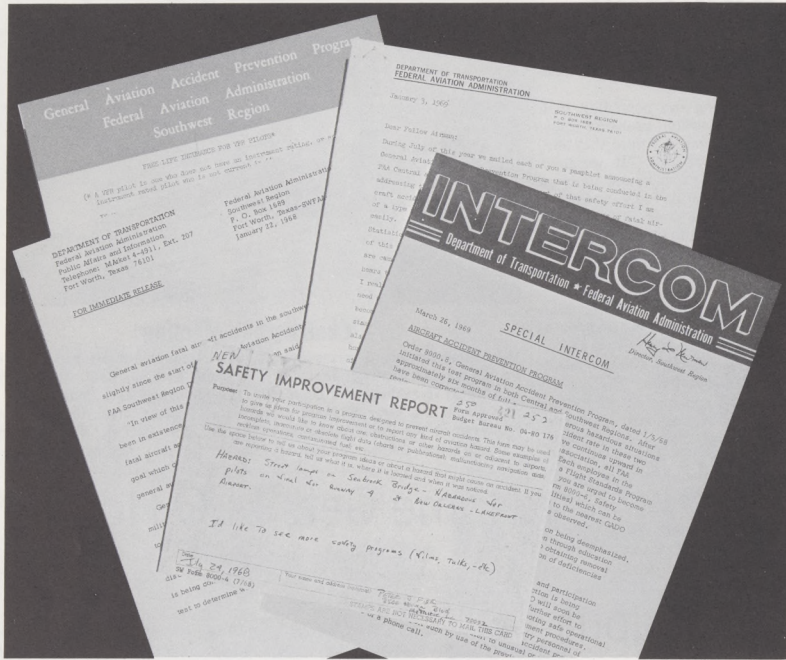
frresher clinics in Texas since February 1965. Approximately 1,500 flight instructors and pilots attended the sessions, which sparked development of similar aviation clinics in neighboring states.

The work of Fiorillo and Sours contributed directly to agency safety programs and helped relieve the heavy workload in GADO offices, according to the citation. It also helped improve FAA-general aviation relations.

## HORIZONS

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White hat and blazer are the identification "tags" for Southwest Region accident prevention specialists like Hamilton B. Gowin of the Fort Worth GADO. Other "white hatters" are listed in text.

Educational material is playing a vital role in the Southwest Region's accident prevention program. This is only a fraction of the material distributed to the region's pilots. Special "Intercoms" and other issuances help keep FAA employees informed about the program.



Mrs. Judy Hunter, of the Aviation Medical Division in the Southwest Region, takes a Safety Improvement Report—a key feature of the region's accident prevention campaign. Mrs. Hunter is a pilot.

By George Burlage

In Winters, Tex., powerlines endangering air traffic were removed from the south end of a runway and placed underground.

In Benton, Ark., pilots now announce their intentions over Unicom before taking off or landing instead of proceeding unannounced and unscheduled as in the past.

At El Paso, after a student pilot's aircraft careened off a runway during a landing, he and his instructor spent an enlightening session with an FAA accident prevention specialist discussing in detail the vital matter of directional control.

At Falfurrias, Tex., a seasoned pilot completed a series of short field takeoffs and landings, then remarked to a FAA-designated pilot examiner accompanying him: "It's amazing! I didn't know an aircraft would perform like that on a short field!"

These events reflect the Southwest Region's many-faceted accident prevention program aimed at enlightening the 75,000 pilots in five states as active partners in the business of preserving their own lives.

Active involvement of pilots began with the issuance of 75,000 information circulars when the program was launched last July.

The circulars urged pilots to share the agency's confidence that a reduction in general aviation accidents could be achieved by improving individual attitudes toward safety. Pilots were asked to participate with the FAA in a program designed to increase their knowledge and proficiency as airmen. They were also called on to help in eliminating hazards that confront them in the general aviation environment.

Included in the initial appeal was an FAA message to all pilots superimposed against a reproduction of a newspaper classified ad page. "HELP WANTED!" it stated. "The success of this program depends on YOU. The active support of each operator, pilot, instructor, mechanic, repairman, servicing attendant and airport manager is essential. The FAA can coordinate and assist in the effort, but your active participation will put it across."

"You can help by tightening up your own safety standards, by attending meetings and special training sessions to update your skills, by getting to know your FAA safety inspectors and by calling on them for assistance, by reporting flight hazards, by knowing what the principal causes of accidents are and how they may be avoided and by letting your General Aviation District Office know of your recommendations for making this effort most effective."

"May we count on your personal support?" Working under the guidance of regional program coordinator Bill Birkebille, the region's 12 accident prevention specialists on the GADO supervisor's staff are actively promoting partnership for safety at numerous pilot meetings, flight clinics and refresher courses. A typical effort was a two-day seminar recently held in Falfurrias attended by pilots and instructors from both sides of the border.

Helping to support the campaign in a number of communities are accident prevention counselors appointed on the basis of their prominence and their skill as pilots. These active partners work with other less-experienced pilots and also assist in organizing meetings and pilot clinics.

Under the program, a special effort is being made to reach agricultural pilots, who make up a larger-than-normal proportion of the Southwest's pilot population. Specialists are providing these pilots with

# PARTNERS IN SAFETY

*In the Southwest Region, the FAA is Attempting to Bring Flying Safety Awareness to the Entire Five-State Aviation Community . . .*

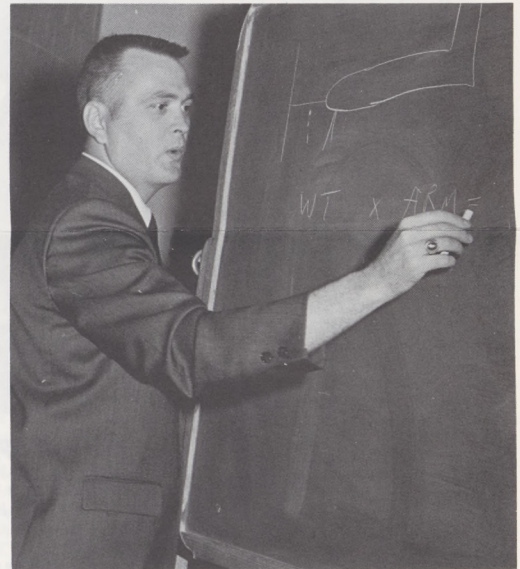


Agricultural pilots—sometimes known as “crop dusters”—are given a demonstration on the proper adjustment of face masks during an accident prevention seminar held in Oklahoma City. Josh Mann (in white shirt), an instructor at the Civil Aeromedical Institute, conducts the demonstration.

# SAFETY

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Texas Governor Preston Smight (center), signs proclamation supporting the general aviation accident prevention campaign in the Southwest Region. Regional Director Henry L. Newman is at left. The executive director of the Texas Aeronautics Commission, Charles Murphy, is at right.



Aircraft weights and balances are covered by Operations Inspector Jerry Forsythe at a ground school “clinic” held in Falfurrias, Tex.

extensive data on safe crop-dusting practices, tying in the educational program to an analysis of the causes of agricultural aviation accidents. Civil Aeromedical Institute personnel from Oklahoma City and the Southwest's Flight Surgeon staff have participated by providing groups of agricultural pilots with orientation on handling various insecticides and fitting and use of masks.

In another key facet of the program, Southwest Region pilots are working enthusiastically with the FAA in zeroing in on environmental hazards. Almost 3,000 pilots and others in general aviation filled in FAA Safety Improvement Reports, which are distributed in special holders and prominently displayed in all flight service stations, GADOs and by fixed base operators.

The reports provide a handy medium through which anyone having suggestions for improving general aviation safety or complaints concerning unsafe situations on or in the vicinity of airports can notify the FAA. By filling in the reports, which are in the form of cards addressed to the FAA, pilots join the FAA in working toward a common goal: making flying safer.

The new Safety Improvement Reports have brought

to light numerous “accidents waiting to happen”—power lines strung across airport approaches, poorly-maintained runways and taxiways, questionable traffic patterns and the presence of equipment and other obstructions in dangerous proximity to runways and approaches.

The FAA promptly reviews each report and follows up with immediate action. As a result, utility lines have been removed from approaches, runways have been repaired, Unicoms have been installed and numerous other improvements have taken place.

Airport managers and other aviation officials have, for the most part, cooperated in correcting hazards called to their attention.

“Our Safety Improvement Report system has proven an effective means of eliminating safety hazards by tapping the ‘grass roots’ of general aviation,” said Birkebile.

Many different staff and field segments of the agency are providing help in the program, particularly the Aeronautical Center at Oklahoma City and the Airports, Air Traffic and Administrative Services personnel of the Southwest Region.

Governors of the five states and their aeronautics

commissions are cooperating wholeheartedly in pushing the regionwide accident prevention effort. The State of Texas, for example, devoted a special eight-page addition of the Texas Aeronautics Commission Bulletin to the FAA campaign.

Through the work of the agency's dedicated accident prevention specialists and the participation of other FAA personnel throughout the Southwest Region, a productive FAA-general aviation partnership committed to safety has been created. The outlook for reducing general aviation accidents is good.

“We have set as our goal a 20 per cent reduction in fatal aircraft accidents rates for 1969,” said Southwest Region Director Henry L. Newman. “We are confident of success.”

The Accident Prevention Specialists working in the Southwest Region—and the GADOs with which they are associated—are: Warren McCoy, Albuquerque; Douglas Throop, Dallas; William Sullins, El Paso; Hamilton Gowin, Fort Worth; Ernest Dodds, Houston; Tommy Hancock, Little Rock; Otis Smith, Lubbock; Huard Norton, New Orleans; James Grant, Oklahoma City; Erick Andreson, San Antonio; Floyd Schoolcraft, Shreveport, and Al Pospisil, Tulsa.

## Financial Plan Needed To Steer Clear of Debt

*EDITOR'S NOTE: The following article, prepared by the Office of Personnel, is a part of a continuing series on FAA's personnel and training policies.*

WASHINGTON—FAA policy on employee debts is plain and simple: You are expected to meet all your just financial obligations. A "just financial obligation" means one rightfully yours to pay.

Working for the Government places you in an especially vulnerable position. Failure to pay just financial obligations in a proper, timely manner can result in disciplinary action and, in extreme cases, possibly even removal. Therefore, you have a special obligation to pay your bills, even though your salary cannot be attached or garnished.

FAA will not act as collection agent for creditors, but will cooperate with responsible creditors and work with employees in reasonable efforts to settle debt problems.

At one time or another almost everyone experiences difficulty in handling or budgeting money. This is especially true now when one's dollars fail to go as far as they once did.

There is, of course, no panacea for money problems. However, the following points should be helpful:

To the extent you can, plan your spending. Purchase only what you need. Carefully check credit arrangements and costs.

Credit may be easy, but it is not free. When you buy on time you must pay interest on the money you owe, and probably an extra fee to cover the cost of handling your account.

The new "truth-in-lending" law requires lenders to spell out in detail what these charges are. Beginning this month businesses extending consumer credit must disclose the annual interest rate figured on the declining balance of the obligation, and the total cost of credit in dollars and cents over the duration of the obligation. These disclosures must be made both in advertising and in contracts signed by customers.

The new law also includes a "loan shark" provision setting criminal penalties for those charging excessive interest.

No matter how well you plan, you may find yourself in financial difficulty because of unexpected expenses. Whatever the cause, if your expenditures are getting ahead of your income, stop and take a long, hard look at your situation.

Start by carefully itemizing income and expenses. Try to make out a new payment schedule which will enable you to achieve a balanced budget. Contact creditors and ask for their cooperation. You might suggest that the contract time be extended and payments reduced. If they agree, you will, of course, have to pay more interest, but your debts should be easier to manage.

If you need help, your personnel office should be able to fill you in on what reliable services are available within the agency or elsewhere.

The following additional points should be helpful:

- Can you borrow the money at a lower cost from some place other than the store selling the merchandise? You might be able to do better at a bank or credit union.

- How large a payment can you afford? For most families, install-

ment payments should not total more than one-fifth of the family income after taxes. Be sure you have enough money left over for emergencies.

- Will all payments be the same size, or is the final payment larger than the others? If payments are not all the same, be sure you can afford the largest payment.

- Do you understand all the terms of any agreement you are asked to sign? Never sign a blank contract or one with blank spaces on it. And be sure you get a copy of the contract.

- Are you dealing with a reputable firm? Your local Better Business Bureau or Chamber of Commerce can tell you if there have been complaints about a particular concern. Be careful about dealing with door-to-door salesmen or others who would be difficult to locate should you have a complaint.



### Meeting of the Beards

An official DOT setting, including meeting of the trains, has been given this montage of Hill AFB RAPCON employees taken during Utah's Golden Spike Centennial Celebration. Standing (left to right): Lynn H. Montgomery, Cecil Hough, James Chantilas, Charles May, Paul Kimball, Roy Cliff, Wayne Barlow and George Baker. Seated: Neil B. Forbes, Jay F. Thompson and Hugh Johnson.



### Employees of Year

Winners of Pacific Region's 1969 Employee of the Year awards receive trophies from Regional Director Phillip Swatek. They are (left to right): Joseph Hao, Manager of the Year; John Coppinger, Man of the Year; and Velma Pinson, Woman of the Year.

## Agency Will Distribute Weather Services Guide

WASHINGTON—An illustrated, blue-and-white pamphlet packed with information about weather services available around the nation will be distributed to general aviation pilots through FAA flight service stations, according to Newton A. Lieurance, FAA staff advisor on meteorological matters.

The accordion-fold pocket piece has 18 panels carrying information to enable pilots to make full use of the national aviation weather system. Included in the brochure are four handy tables for converting temperature (Fahrenheit to Centigrade); Time (Standard to Greenwich Mean Time); Wind speed (knots to m.p.h.); and Pressure (millibars to inches).

Two large maps show the location of Flight Advisory Weather Service Centers, giving times of various forecasts and showing sources of transcribed weather broadcast service (TWEB). Telephone numbers for pilot's automatic telephone weather answering

service (PATWAS) are listed for 45 U. S. cities.

Other information explains weather bureau forecast term contractions and provides a key for decoding teletyped weather reports. Data also is provided on the effects of barometric pressure and reading altimeters correctly, reporting turbulence and anticipating airframe icing.

A handy panel is titled, "Information for Weather Briefer." It provides a check list of data to be given in preparation for a flight, such as pilot's name, aircraft number and type, type of flight plan (VFR or IFR), intended stops and departure and arrival times. A box is provided for listing local weather briefing telephone numbers.

FAA and the Environmental Science Services Administration will share in achieving wide distribution of the piece. Besides FAA flight service stations, all ESSA (Weather Bureau) airport offices will have the free pamphlet available.

## 'Golden Spikers' Celebrate Link

SALT LAKE CITY—Most of the men who helped link America by rails 100 years ago were bearded and brawny, so to mark the 100th anniversary of that linkup, present-day Utah men—including a number of FAA employees—grew beards.

Among the hirsute chins set were employees of Hill AFB RAPCON near here.

They participated along with the community in commemorating Utah's recent Golden Spike Centennial.

Throughout Utah, celebrations were held to mark driving of the golden spike at Promontory Point on May 10, 1869, linking tracks built from the East by the Union Pacific and from the West by Central Pacific.

At an FAA party held to crown the winner of Hill RAPCON's beard-growing contest, Wayne Barlow walked off with the honors for the best beard grown for the Golden Spike Centennial.

## 747's Mammoth Powerplant Given FAA Seal of Approval

EAST HARTFORD, Conn.—A massive engine designed to lift into the air the Boeing 747—world's largest passenger airplane—recently received the FAA's seal of approval.

In a ceremony at the Pratt & Whitney Aircraft plant here, George M. Gary, Eastern Region Director, presented the airworthiness certificate for the engine to Bruce N. Torell, Pratt & Whitney executive vice president.

Torell said the certificate "represented years of planning, production, sweat and tears—not to forget the expenditure of huge sums of money."

As company spokesman, Torell applauded FAA personnel "without whose expertise, understanding and cooperation the JT9D-3 project, as it is officially known, could not have been completed successfully." Most of the FAAers mentioned were present to hear Torell.

These included, from the Eastern Region's Flight Standards Division: Harry Bernard, Chief; Frank Olsen,

Assistant Chief, Aircraft Management Branch; William Norton, Simon Ross, Frank Bellucci, John Kiselica and Charles Sweeney. Also present were two representatives of the Engineering and Manufacturing District Office which worked on the project—Henry Smith, Chief; and Alfred Worts.

Herbert H. Slaughter, Chief of the Engineering and Manufacturing Division, Flight Standards Service, also attended.

The 747, scheduled to go into commercial operation late this year, is undergoing test flights at Boeing's Seattle plant. Each plane will be equipped with four of the new eight-foot-wide engines, each generating 43,500 lbs. of thrust—more than double the thrust of the engines that lift the Boeing 707.



The FAA airworthiness certificate was issued only after exhaustive tests and laboratory evaluations had been made, including a piece-by-piece inspection of each of hundreds of components in the giant turbofan powerplant.



### 'Jumbo Jetters'

A major aviation pronouncement is made by Eastern Region Director George M. Gary when he tells Pratt & Whitney personnel their Boeing 747 engine meets FAA standards and production can begin. P&W executive vice president Bruce N. Torell is at right.

## 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:** (1) Is it legal under the Merit Promotion Plan for my first and second-line supervisors to evaluate my performance and simultaneously compete with me for promotion to the position for which they are evaluating me?

**Answer:** (1) Yes. The first-line supervisor evaluates an employee's performance, and the second-level supervisor reviews the evaluation even if they should later compete with the employee for some future vacancy. This shouldn't happen often unless the supervisor is bidding on a lateral or lower grade position where the EAR would not be used as a ranking factor. Of course, supervisors are expected to be as objective as possible in developing individual Employee Appraisal Records. Moreover, it must be kept in mind that an employee is rated annually on how well he performs in his present position. He is no longer rated every time he bids on a job.

**Question:** (2) Is it right for third-line supervisors within my facility to hold veto power over my performance evaluation and eventually over my promotion to a position for which they are in competition with me?

**Answer:** (2) It is proper for first and second-level supervisors to discuss an employee's performance with higher level supervisors for a number of reasons, including identification of training and developmental needs. Third-line supervisors, or higher, may be designated as approving officials for Outstanding and Unsatisfactory annual performance ratings.

**Question:** Is it necessary for a controller to work an administrative shift in the tower office when he has been designated as acting-in-charge, or could he work an operating position during the day shift and allow another controller to take annual leave?

**Answer:** A facility chief is responsible for efficient administration and operation of the facility. He may, depending on his assessment of the situation, work an operating position to allow a controller to take annual leave.

**Question:** When, through no fault of his own, an employee forfeits annual leave, can he be paid for such lost leave?

**Answer:** No. An employee cannot be paid for leave forfeited. Every practicable effort should be made, however, to schedule and grant leave in such a manner that no employee is required to forfeit leave. As stated in Handbook 3600.2, Par 13, d., when an employee has accumulated the maximum amount of annual leave allowed, he must use the leave earned during the leave year or lose it at the beginning of the first complete pay period in the following year.

**Question:** Recently the U.S. Court of Appeals for the District of Columbia ruled that Post Office employees are entitled to overtime when required to work on scheduled days off even though they still put in only a five-day week. Agency Handbook PT P 3600.3, paragraphs 7 and 8a, states employees' tours of duty may be changed, at times with less than one week advance notice, if operational requirements warrant. Does the aforementioned court decision apply to postal employees only, or will agency directives be revised to provide for payment of overtime for work on regular days off when a tour of duty is changed on short notice?

**Answer:** The court decision you mention does not apply to FAA employees. The provisions of law on establishment of work weeks and hours of duty and on overtime pay for postal employees are not the same as provisions of law that apply to General Schedule and Wage Board employees.

**Question:** Paragraph 8d of PT 3290.3 states that an FAA employee may examine the contents of his personnel folder in the presence of an authorized custodian provided that records and documents of a confidential type are not shown. What action is required to have a custodian appointed so that a person away from the personnel office—say in a sector—may review his personnel file?

**Answer:** An "authorized custodian" is anyone appointed by your personnel office to take charge of official personnel folders. This includes any FAA operating or administrative official having an official interest in any action concerning an employee. In your case, your sector chief would be covered by this definition. Therefore, you should submit your request to review your personnel folder through supervisory channels to the local personnel office. If you desire access to some particular document in your folder, you should indicate so in your request.

## Life Saved

(Continued from Page 1)

I advised him to bail out." Gambrell's alertness was recognized by other than the FAA. Besides citing Gambrell for his "save," the aircraft manufacturer wrote Gambrell's boss, Glen W. Welsh, Chief, Engineering and Manufacturing Branch, to thank him for the "12-and-14-hour days" Gambrell had put in helping conduct the company's flight tests.

A flight test pilot specialist with the FAA for the past three years, Gambrell joined the agency following retirement from the Navy with 26 years of service.

## Contest

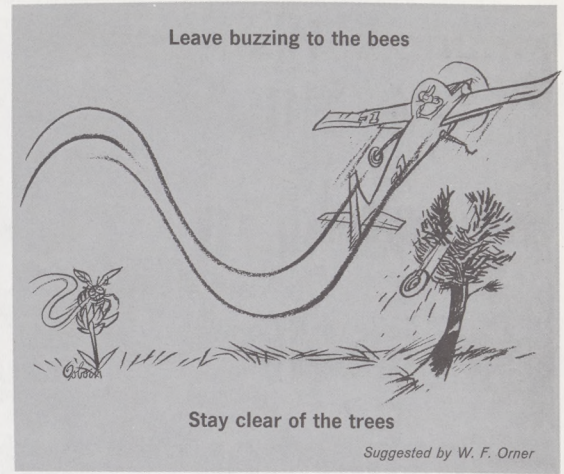
(Continued from Page 1)

judged by a committee composed of the Director, Air Traffic Service; Director, Flight Standards Service; and the Assistant Administrator for Public Affairs.

An employee may submit as many entries as he wishes—each will be considered individually for an award. Winning ideas developed by the cooperative effort of more than one person will receive only one prize, but all will receive credit for the suggestion.

All entries should be received by the Contest Editor, IS-20, FAA Headquarters, Washington, D.C. 20590 no later than August 15. Winners will be announced in late September.

All entries become the property of FAA Aviation News.



## Handbooks Now Being 'Streamlined'

WASHINGTON—Airway Facilities offices in the regions and the Systems Maintenance Service in Washington have embarked on a major program aimed at revitalizing and streamlining technical handbooks for plant and structures maintenance.

The new program was launched by the Systems Maintenance Service in response to a need for updating and upgrading the present series of 32 handbooks and to fill a documentation void in some areas.

The 15 comprehensive plant and structures technical handbooks which will be issued will consolidate previously published guidance on similar subjects and will prescribe realistic maintenance schedules, procedures and standards.

Technically complete, detailed manuscripts will be prepared for ten of these handbooks by individual regions. Regions will also assist each other in the writing of manuscripts by submitting useful reference material, reviewing and commenting on each outline of a proposed manuscript and on each completed manuscript, and providing technical consultation. SMS staff will prepare or update five of the 15 handbooks.

The Eastern Region will prepare handbooks on maintenance of visual navigational aids systems and electrical systems, under the leadership of Bernard Weinberger. Lawrence Goldenberg, Arnold Rabin,

and Weinberger will be available to help the other regions wherever possible.

The Southern Region has designated Robert A. Sanford as the contact point for its handbook program.

The Southwest Region will prepare a handbook on maintenance of air route traffic control centers (plant and structures aspects) under the guidance of William M. Howe, Otis E. Hailey, and Howard L. Barnum. The region will also prepare a handbook on maintenance of grounds under the leadership of James F. Ulmer and Herbert G. Karges. These engineers will also be consultants to other regions.

The Central Region will prepare a handbook on maintenance of structures and buildings under the direction of Lloyd O. Holm. A handbook on maintenance of environmental control systems will be prepared under the guidance of William R. Bilderback of the Central Region. Joseph J. Vusich, Wilbur B. Sprague along with Holm and Bilderback will lend the other regions a helping hand by sharing their know-how.

The Western Region will prepare handbooks on maintenance of FAA-owned air traffic control towers (plant and structures aspects) and the maintenance of roads. Wayne L. Pry, who piloted the region through the initial phases of the program, has recently ac-

cepted a transfer to the Systems Maintenance Service. Although he will no longer be directly involved in the program, his experience and knowledge will be put to good use.

The Alaskan Region will prepare a handbook on maintenance of off-road equipment through the efforts of Thomas J. Flynn. George Karabelnikoff and his staff will assist the other regions.

The Pacific Region will prepare a handbook on the maintenance of water and sanitary systems under the leadership of Harvey H. Hara-kawa and John L. Saledas, who will also advise the other regions.

The staff of the Systems Maintenance Service will prepare handbooks on the maintenance of engine generator plants, maintenance painting, the maintenance of radiological monitoring instruments, and the maintenance of meteorological and non-electronic air traffic control equipment. The handbook on fire prevention and the maintenance of fire protection equipment will be updated.

Overall leadership and coordination for the ambitious program is being provided by Jerry Kamietzky of the Maintenance Procedures Branch, Maintenance Engineering Division, SMS. "I am confident that all regions are fully aware of the importance of this program and will contribute whatever they can to ensure its success," Kamietzky said.

## Tower Clubbers Make Employees' 'Folks' Welcome

WASHINGTON—Wives of controllers at Washington National Airport have formed a club as a means of acquainting the families of new controllers with other employees.

The Washington Tower Wives Club is in its second year of existence. Besides holding periodic get togethers for new employees, they have helped needy families, sent children to camp when their own families were unable to send them and contributed to charitable organizations.

The Club holds elections for new officers each year, giving all 25 members a chance to fully participate.

Recently, everyone benefited and enjoyed a first-aid course given by Cheryl (Butch) Stevens, one of the members. Mrs. Stevens, who is also active in Red Cross work, has given first-aid courses throughout the Metropolitan area.



Father, 'Boss' and Son

A Department of Transportation trio gets together following 83rd Commencement Exercises at the U. S. Coast Guard Academy, New London, Conn. With Secretary of Transportation John A. Volpe are John J. Prokop (left), Manchester, N.H., Airport Traffic Control Tower Chief, and his son, newly-commissioned Coast Guard Ensign Paul J. Prokop. Secretary Volpe was principal speaker at the graduation.

# 'Jet Age' Comes To Airways Inspection

Five Sabreliners  
Added to Agency's  
Working Fleet . . .

By Mark Weaver

At Oklahoma City, five sleek jet Sabreliners, part of a recent important addition to the FAA fleet, are being equipped with mini-solid-state equipment for air nav aids inspection. The new electronic units have only one fifth the weight of equipment formerly used.

Each \$1.3 million light jet will see service in this country and abroad in checking the accuracy of air navigational facilities operated by the agency.

The Sabreliners will get refined, solid-state equipment occupying about a tenth the space of the former bulky console equipment. Weight of the units has been cut from 1,500 pounds to only 300 pounds. The specially-equipped planes will check the strength, quality and accuracy of radio and radar aids—including Omni, Tacan (distance measuring equipment) and Instrument Landing Systems.

The five light jets will help phase out the older, less efficient aircraft presently being used to inspect airways—the DC-4, Convair 340, Lockheed Constellation and DC-3 (pre-World War II "Gooney Bird"). Within



Instructor pilot Ollie Clark (pointing), makes "walk-around" check of Sabreliner with students (left to right), Ken Gordon, Chief of Aircraft Management Division, Pacific Region, and Jay Harrigan, a Flight Inspection pilot from the Tokyo Flight Inspection Group. Both are experienced pilots who have taken the Sabreliner qualification course.

five years, the old aircraft will be moved out of service and the new jets will carry the workload.

The business jets being turned into nav aids inspection aircraft are being equipped with \$21,000 in electronic gear over a six-day installation program.

## Crews Learn Operation

Once electronic gear is installed, the Sabreliners are used to train pilots and crew members. Flights are under the direction of Earl Blanchard, Chief of the Center's National Flight Inspection Division.

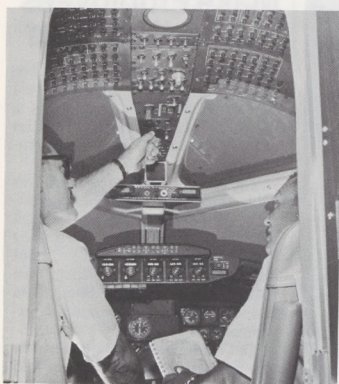
Pilots take five week courses, each tailored to the area in which he will fly the aircraft. About 30 pilots are scheduled to be updated on the new equipment.

The first Sabreliner arrived last December and was assigned to the Aeronautical Center. Another will be located in Brussels, to check European installation. Alaska will have a Sabreliner at work checking nav aids, and Japan will get two of the specially equipped light jets to monitor airways from Okinawa to Vietnam.

Jets used abroad will check all permanent installations of the FAA, including facilities in the Vietnam war zone. While the military does some inspection work, it is done mainly on temporary installations set up for special operations.

Assisted by regional aircraft, the Oklahoma City plane will check mostly intermediate altitude facilities—those used extensively by aircraft up to 20,000 feet. Aircraft used abroad will check low and intermediate altitude.

The flight check aircraft carry a crew of four while on the job—a pilot, co-pilot, panel operator and theodolite technician. When the area to be checked is reached, the theodolite technician stays on the ground at a specified runway, where he sets up equipment much like a surveyor's transit. As the jet passes over him, he sights his equipment on a large white cross painted on the jet's nose. The theodolite determines whether the aircraft is on the proper runway azimuth and computed glide slope.



The Sabreliner requires transition training even for experienced pilots. Kenneth Gordon (left), Chief, Aircraft Management Division, Pacific Region, makes preflight check while Ollie Clark, Sabreliner instructor pilot from the Flight Standards Training Branch, FAA Academy, Oklahoma City, double-checks Gordon's procedures.



One of FAA's new flight inspection Sabreliners, which will inspect air navigational aids around the world, lands at the Aeronautical Center.



New lightweight inspection console, being checked out by Leo Sutter of the National Field Inspection Division in Oklahoma City, is designed especially for the Sabreliner. Weighing only 300 pounds—one fifth the weight of the pre-solid-state console—the unit receives as many incoming signals from ground nav aids as do consoles in the much larger Convaers.