HORIZONS

Read:
'Pilots' Dimes
Reserve Times'
Pages 4-5

Vol. 3, No. 21 | Published biweekly for employees of the Department of Transportation/Federal Aviation Administration | October 13, 1969

The Wonder of It!

Rapt expression on the faces of these young people reflects the wonder of a first trip aboard a modern airliner—an air tour of the District of Columbia and environs—following a visit to agency facilities at Dulles International Airport. The recent trip was taken by more than 600 youngsters employed during the summer at a number of Federal agencies in Washington, including the FAA. This air trip was one of four provided to the youngsters courtesy of Pan American World Airways.

New Rules Proposed for Busy Hubs

WASHINGTON—A proposed new FAA rule would put all aircraft operating in designated airspace surrounding certain busy airports under active ground control, thus reducing the potential for midair and near midair collisions. Under the proposal, "terminal control areas" would be established around the nation's major airports, extending varying distances from these airports. All aircraft operating within these designated areas would have to meet certain equipment requirements and follow prescribed flight procedures.

The proposal would substantially reduce the midair collision potential around major airports by eliminating "unknown" traffic from the terminal airspace environment. This would be accomplished by requiring all aircraft to have a clearance from the appropriate air traffic control facility before entering a designated terminal control area. In addition, all aircraft operating under visual flight rules as well as those operating under instrument flight rules would be provided with separation service by ATC while in the designated terminal areas. Moreover, aircraft operating to and from primary airports in the designated control zones would be segregated from all other air traffic.

Establishment of terminal control areas around major airports was one of the major recommendations of FAA's year-long study of near midair collisions, the results of which were published in July. The study showed that approximately two-thirds of all "hazardous" near midair collisions occur in terminal airspace and identified two major causes as the uncontrolled mixture of VFR and IFR traffic and the difficulty of maintaining separation on a "see and avoid" basis.

Aircraft Need Transponders

To operate in a designated terminal control area, aircraft would be required to have a radar beacon transponder during published "busy hours."

The Administrator said the proposal was the culmination of months of effort on the part of Government and industry to improve the airspace environment around our major terminals. "This is not a stopgap measure hurried through as a result of any single air disaster," he emphasized, "but rather a carefully considered element in an orderly progression of change."

FAA plans to implement the terminal control area concept initially at 22 locations beginning with Washington National Airport/Andrews Air Force Base. The other locations are: Chicago (O'Hare), Atlanta, Los Angeles, San Francisco, New York (La Guardia, Kennedy, Newark), Dallas, Boston, Miami, Detroit, Denver, Philadelphia, Pittsburgh, St. Louis, Cleveland, Minneapolis, Houston, Kansas City, Seattle, New Orleans, Cincinnati and Las Vegas.

Control Tailored to Needs

Terminal control areas will be tailored to fit actual airspace needs of individual locations, requiring issuance of separate notices of proposed rule making in each case. The first such notice—defining the proposed Washington National Airport/Andrews Air Force Base terminal control area—was issued

(Continued on Page 7)

Another Source Discovered For Potential ATC Personnel

NASHUA, N.H.—An experimental program to train future air traffic controllers is now underway at the New England Aeronautical Institute.

The program, conceived and brought to fruition by Carl Amelio, Chief, Personnel and Training Branch, Boston Area Office, has 20 students enrolled who hope some day to join the agency's growing controller ranks.

As explained by Amelio, the program selected the high school graduates and hired them as Technical Aids, GS-2, from a list of eligibles maintained by the Boston Region Inter-agency Board of U.S. Civil Service Examiners. The students are in the program for six school terms, during which they will qualify for GS-3 at the end of the third term, GS-4 by the end of the fourth term and will be GS-5 upon graduation.

After graduation, they will receive on-the-job training at the Boston Center, or at a tower or flight service station, depending upon manpower needs at the time.

20 Hours Air Traffic Weekly

While in school, the students are given 20 hours a week of air traffic-type training from FAA personnel, with the balance of their school week devoted to academic subjects such as mathematics, English, psychology, U.S. history, technical writing, economics, physics, personnel management and principles of transportation. During the summer, they will work a full 40-hour week at the Boston ARTCC. At graduation they will receive an Associate Degree in Science.

Amelio foresees great things for the program. "With the ever increasing need for controllers, this program creates an additional means of obtaining the trained personnel which the agency needs so urgently."

He said, "I know from the calibre of the young men in the first group that our facilities can look forward to getting some good people, and this will justify continuing the program. Perhaps this idea will be copied by other regions."

ICAO Spurring Anti-Highjacking Efforts

MONTREAL—Years of efforts by the FAA to have the United States ratify the 1963 Tokyo Convention have finally produced results.

The U. S. became the 12th member state of the International Civil Aviation Organization (ICAO) to sign the Convention on Offenses and Certain Other Acts Committed on Board Aircraft, as it is officially known. The U.S., through its representative on the council of ICAO, deposited its ratification with that organization in a brief ceremony.

This action by the U. S. brought the Convention to life, since according to its terms, the treaty is to take effect 90 days after the 12th ratification—December 4. Among other things, the treaty binds ratifying members to return any hijacked planes, passengers and crews. The U. S. has urged that the Convention be supplemented also by an international requirement for extradition or prosecution of the hijacker or hijackers.

Ratification is a personal victory for Robert P. (Pat) Boyle, the FAA's Deputy Assistant Administrator for International Aviation Affairs and former U. S. Representative to ICAO, and Charles J. Peters, now Deputy General Counsel of FAA. It was back in 1963, after almost ten years of work through ICAO, that the late President Kennedy empowered Boyle to sign the treaty for the United States at the conclusion of the Diplomatic Conference in Tokyo.

Peters spearheaded the legal efforts of the DOT/FAA key role through succeeding years in seeking to bring about Executive Branch concurrence and ratification. He chaired an inter-agency working group which developed implementing legislation and the Presidential request to the Senate for its advice and consent on ratification.

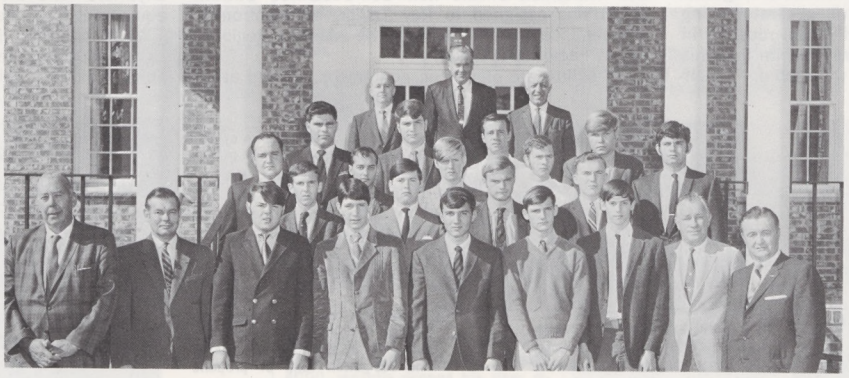
In addition to the U. S., other ratifications have been deposited by the Republic of China, Italy, Norway, Philippines, Portugal, Sweden, the United Kingdom, Republic of Upper Volta, Denmark, Mexico and Niger.

The scope of the Convention includes acts which, whether or not they are offenses, jeopardize the safety of the aircraft or of persons or property, or which jeopardize good order and discipline on board. The Convention covers such broad aspects as jurisdiction, powers of the aircraft commander, unlawful seizure of aircraft, powers and duties of States.

According to the Convention, the state of nationality of the aircraft is empowered to exercise jurisdiction over offenses and acts committed on board, especially over international territories.

Important Treaty

On hand for U. S. ratification of the Air Law Convention at Montreal headquarters of the International Civil Aviation Organization recently were (from left): R. P. Boyle, FAA Deputy Assistant Administrator; C. F. Butler, U. S. representative to the ICAO Council; T. S. Banes, acting secretary general of ICAO, and P. K. Roy, ICAO legal bureau director.



Future Controllers

Five FAAers active in guiding young air traffic control trainees stand with class in front of the New England Aeronautical Institute at Nashua, N.H. Trio in back row includes (from left): Maurice T. Loranger and John J. Murphy, both FAA supervisory training instructors and Carl Amelio, Chief of Personnel and Training, Boston Area Office. "Bookending" first row are Clarence R. Kynock (left), Chief, Boston ARTC Center, and William E. Cullinan, Jr., Boston Area Office Manager. Youths above are considered prime candidates for future FAA careers.

Mountains "scrape the sky" in a breathtaking panorama as FAA technicians put finishing touches on one of three new communications units atop the Lake Clark Pass area.

Everything had to be transported by helicopter to the rocky shelves of Lake Clark Pass. Here a Bell 205A-1 moves a 1,500-pound shelter component to Site 1.

The SSOs
'On Their Own' at Lake Clark Pass

Pilots who thread their way through twisting, winding Lake Clark Pass southwest of Anchorage are treated to some of Alaska's most breathtaking scenery. Here, rock-walled mountains rise vertically to more than 4,000 feet. On either side of the pass are glaciers, waterfalls and dense forests. In the meadows, moose can be seen grazing and it is not uncommon to see a bear cutting across a clearing.

Lake Clark Pass is great for aerial sightseeing but it's no place to be when the ceiling starts to descend as it does so swiftly in this isolated part of Alaska.

Through the years, many pilots and their passengers have been "headed off at the pass" by bad weather, lowering ceilings and severe turbulence. The sides of the mountains and the canyon floor are *specked here and there with mangled hulks of aircraft that didn't make it.*

The problem has been lack of communications. When ceilings drop in the pass, pilots flying under visual flight rules must descend to lower altitudes where, because of the terrain, VHF radio equipment in the cockpit becomes virtually useless.

Until recently, pilots traversing this mountainous section of Alaska were unable to contact flight service stations to get a weather report nor could they make their own report on the weather they were encountering, to inform other pilots.

And, when pilots encountered trouble in the pass, they were unable to alert FAA to the emergency, seriously complicating subsequent search and rescue efforts.

Installation of transmitter-receiver-repeater equipment had been considered, but the area is so remote and inaccessible that the problem of regular maintenance seemed insurmountable.

The answer came to Albert (Whitey) Machin, who was then in the Alaskan Region's Air Traffic Division, Plans Branch. Machin came across a magazine article on a propane-fueled electric generator being used to power a pole-mounted VHF radio repeater in the State of Washington. It occurred to him that this type of unit might be used in developing a self-sustained, remote-controlled, single-frequency transmitter-receiver-repeater for use at Lake Clark Pass and other isolated areas.

Machin helped prepare an Air Traffic Division staff study on the subject and submitted it to the Research and Development Service, which promptly bought the idea.

Under an agreement worked out between R&D and the Alaskan Region, R&D furnished the radio equipment, power supplies and environmental shelter structure. The Alaskan Region installed the equipment and is feeding back to Washington evaluation data covering problems encountered in the installation, operation and maintenance.

R&D named Will McGibbon from its Communications Development Division as project manager to develop radio equipment and Gene Hall of the Environmental Development Division as project manager to provide the thermoelectric generators, environmental housing and other support equipment. Delivery and installation of equipment was coordinated by Sherman Tynes, who assumed the communications project on McGibbon's departure. Responsibility for installation and evaluation of the new Self-Sustained Outlets (SSO) was assigned to Roy Taylor, an electronics maintenance technician with the Alaskan Region's Airway Facilities Division.

The solid-state electronic equipment is rated at 15 watts and powered by propane-fueled thermal electric generators. To conserve fuel, transistorized radio equipment is used throughout. Transmitters are keyed only when voice is detected by the receivers. The equipment is designed to operate for at least six months without maintenance or fuel replenishment.

Under the program, three units were installed in the Lake Clark Pass area. All three two-way repeaters have air-ground VHF capability and are linked to the Kenai Flight Service Station. Duplexers are used with the UHF repeaters to permit them to transmit and receive on the same antennas, which are designed to withstand winds up to 200 knots.

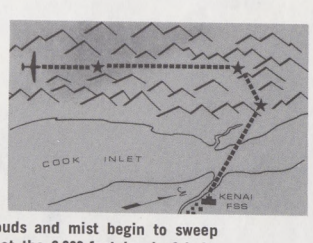
Transporting and installing the equipment in the rugged pass was a gruelling, dangerous task. Everything had to be brought in to the high mountain ledges by helicopter—there are no roads and even mountain goats are balked by the area's sheer cliffs. The critical job of placing the three units was facilitated by the work of Marvin Olson, AF Division Civil Engineer who designed the structural support, and James R. Eskridge, who supervised electronic installation.

The chain of three SSOs began operation in mid-September. Since then, they have been providing continuous radio contact with the Kenai FSS for pilots traversing the sometimes-treacherous stretch of airspace between Anchorage and King Salmon. First reports from the Kenai FSS and from pilots using the new service have been enthusiastic. Pilots are especially appreciative of the new service now that winter is approaching and reduced hours of daylight make flying the Lake Clark Pass area even more hazardous.

The agency is watching the test carefully. If the SSOs work well in Lake Clark Pass, they'll work well anywhere—and there are many places where such equipment could be used to great advantage.

Most important, if things work out as optimistically as first reports portend, general aviation safety will be able to take a significant step forward.

Clouds and mist begin to sweep in at the 2,000-foot level of Lake Clark Pass, a key Alaskan aviation corridor, as installation begins on new communications equipment. On hand was Lyle K. Brown (left), Alaskan Region Director; H. Doyle Bushman (center), Anchorage Area Airway Facilities Branch, and James R. Eskridge, AFD chief.



Stars show the locations of the three SSOs located in the Lake Clark Pass, the main route for small aircraft flying between Anchorage and King Salmon located 250 miles southwest.

Workers prepare structural supports for the communication site. The 500-gallon tank of propane weighed 3,670 pounds and required extremely careful handling when it was lowered by helicopter. This site is 43 miles from Kenai on the right edge of the horizon and 85 miles from Anchorage on left edge of horizon.

Intangible Job Rewards Cited in Winning Essay

SHREVEPORT, La.—A summer aid whose work with the RAPCON-Combined Station-Tower here led her to "realize the profound greatness of being a United States citizen" recently won a $25 Savings Bond in an FAA essay contest.

Gaddie Pearl Webb, clerical assistant to facility chief Herman Reyenga, received the bond and a personal citation from Southwest Region Director Henry L. Newman after she wrote the best essay on the subject, "What My Job With FAA Means to Me."

In her essay, Gaddie wrote: *"I feel certain that no other nation in the world is comparable to ours in the area of being factual and fair to its citizenry. In a personal sense, my job has provided opportunity and education along with a challenge for the future which I intend to pursue."*

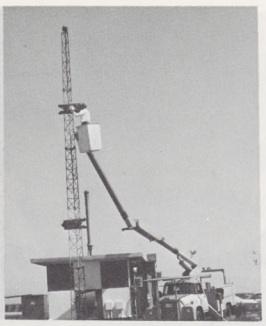
Thirty-four entries were submitted to the contest, initiated by the Career Development and Training Branch and conducted by Ed Hatfield, counselor-coordinator for the region's summer employment program. All of the region's 123 summer aids were eligible to enter.

Judges were: George Burlage, Public Affairs; Jo Ann Griffin, Regional Librarian and James Ragsdale, Compliance and Security.

In mid-September, Miss Webb returned to Grambling College, where she is a sophomore social studies major.

Challenge, Opportunity

For her winning essay in a contest sponsored by the FAA, Gaddie Pearl Webb, a summer employee of the agency at Shreveport, receives a certificate and $25 Savings Bond from Southwest Region Director Henry L. Newman. Her essay stressed challenge, opportunity and education as benefits derived from the summer program.



High There

"Safer, and quicker than using a ladder," says FAA technician Al Berry (left), of the new Strato Tower and cab used at Kennedy Airport to repair any poles and towers up to 40 feet high. At right, a long shot of Berry working on a runway glide slope facility 35 feet above the terrain. He and his boss, Airway Facilities Sector Chief Robert Goldman, are sold on safety and efficiency provided by new personnel hoist.

Employees Receive Boost From New Strato Tower

NEW YORK—Recent acquisition of a Strato Tower by the Airway Facilities Sector at Kennedy International Airport has proven a boon to technicians charged with maintaining the many FAA navigational aids at the giant air hub.

The Strato Tower is a special-purpose vehicle that can elevate a man 40 feet above ground to work on poles or towers at that height. It facilitates performance of maintenance tasks for technicians and is far safer than climbing a ladder or going hand-over-hand up an antenna mast.

The technicians who use it have Sector Chief Robert Goldman to thank for their new "gizmo," as they call it. Its purchase culminated a two-year effort by Goldman to obtain the labor-saving device for his men. The Strato Tower cost approximately $14,000.

"This cost will be quickly repaid," said Goldman. "Sucessful operation of the Lead-in-Light system at Kennedy depends heavily on use of the Strato Tower. It enables our technicians to ascend quickly and safely to any height with 50-pound power packs and flasher leads that are installed on pole tops in the Lead-in-Light system."

A recent demonstration of the Strato Tower's value took place at the Runway 4R glide slope facility. There, technician Al Berry had some work to do on the antenna system. His ascent to about 35 feet up on the antenna mast was quick and without effort on his part. And working while standing in the vehicle's gondola is a big improvement over leaning out on a ladder to do the repair work required.

Lost Bonds 'Restored' by Automation

NEW YORK—The advantages of buying U. S. Savings Bonds were brought home with special impact to John Christiansen of the Eastern Region's Flight Standards Division when he lost $3,000 worth of them recently.

After a thorough, unsuccessful search for the bonds which he had been saving for his son's college education, Christiansen went to Lester Lord, Chief of the Accounting Division, with his problem.

Lord called the Treasury's Chicago office. An official there told him that automation had made possible a method for determining exactly what bonds had been issued to whom. All that was needed was the subscriber's payroll savings plan number.

As soon as Lord supplied this vital number, electronic devices sprang into action and came up with the serial numbers of all outstanding bonds issued to that number.

Duplicate bonds were promptly issued and presented to Christiansen by Regional Director George Gary.

The original bonds disappeared when Christiansen took them out of safekeeping to pay for his son's college tuition. Christiansen said they were probably inadvertently thrown out with the garbage.

Since that time, young Christiansen has been awarded a full scholarship to Albany State University and the new bonds are back in safekeeping.

Christiansen is continuing to buy bonds.

Impossible to Lose

Duplicate bond certificates worth $3,000 are presented to John Christiansen (second from left), by Eastern Region Director George Gary (second from right). Accounting Division Chief Lester Lord (left), who arranged for full restitution of lost bonds, and Executive Officer Irving Marks witnessed the happy occasion which proved that because of automated Treasury operations, it's literally impossible to lose the bonds you buy.

Birds of a Feather

Air Carrier Inspector Warren Gagner, Sr. of the Kennedy Airport ACDO, recently donned his Navy reserve commander's uniform to proudly swear in his son and namesake as an aviation officer candidate in Brooklyn. Dad Gagner served in the Navy for 27 years as a pilot before starting with the FAA in 1957.

Adventure Calls

This photo of Jack W. Scott, watch supervisor at the El Paso FSS, was taken in Nepal, one of the many places Scott has visited since he purposefully began travelling off the beaten path.

FSS Employee's Trips Take Him Off Beaten Paths

EL PASO—Until 10 years ago—before a terrible auto crash—Jack W. Scott, watch supervisor at the El Paso FSS, led a singularly uneventful life.

For three months following the crash, he remained unconscious. Doctors feared he would never walk again.

"When I came to I made up my mind that not only would I walk again, but I would visit the many strange and wonderful places on the globe I'd only dreamed about up to then," Scott said.

And he has. Since the shock of near-tragedy convinced him of life's brevity and transience, Scott has devoted his annual leave exclusively to the cause of global adventure.

He has explored Hawaii's remote islands by canoe. He has descended a 3,500-foot cliff to visit the famous leper colony at Molokai. He has explored Mexico's remote Zapotec Indian country. He has jeeped alone 4,410 miles through the badlands of northern New Mexico, Arizona, Utah, Colorado, Nevada and California. He has traveled by light aircraft to remote points in Greenland. On a rubber raft he has braved a 330-mile stretch of the Colorado with its series of 56 treacherous rapids.

Last year, he visited the Forbidden Kingdom of Nepal with a group from the Sierra Club. While other members of the party dropped out at various points during a trip to the top of 19,300-foot Tukche Peak, Scott was among the few who made it to the top. He has had his camera blown off a Nepal precipice by fierce winds. He has walked the streets of the ancient city of Kathmandu and shared meals of wild goat with Sherpa bearers. He has watched the fabled salt caravans winding down Tibetan trails. He has hiked alone through the Grand Canyon and known the beauty of one section of the West that now lies beneath 500 feet of water: Glen Canyon, whose scenic shores were wiped out by a dam.

Next year, Scott plans to visit Norway's out-of-the-way places, the little-known part of Norway that lies within the Arctic Circle. And there are still many other parts of the globe calling him.

CORRECTION

The Sept. 2, 1969 issue of *Horizons* carried an article submitted by John Nigro of SRDS titled "New Guidelines for Reports." The first paragraph of the article referred to "a recently adopted suggestion." The Office of Personnel has advised that this is not an adopted suggestion under the agency suggestion system.

HORIZONS

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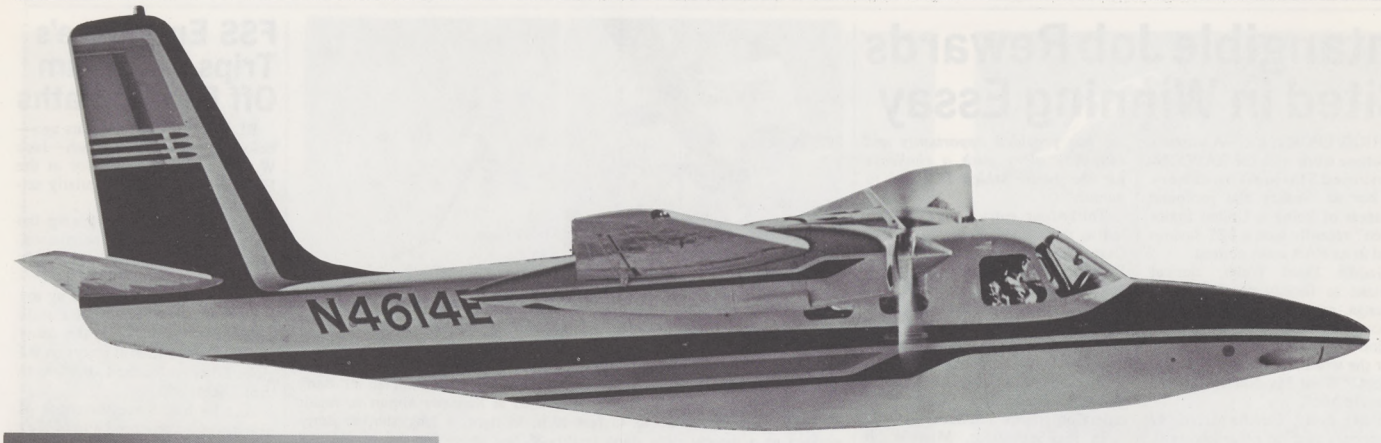
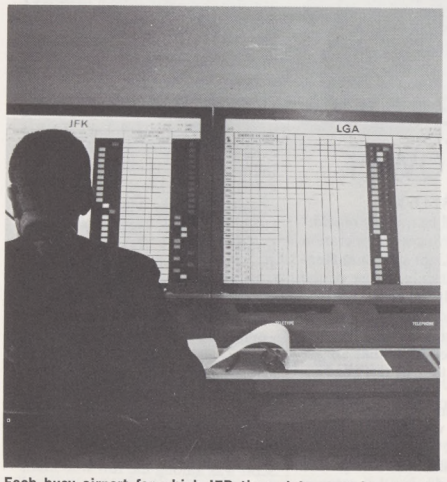




Each busy airport for which IFR time slots must be reserved has a lighted visual status board whose prototype was designed by Airport Reservation Office Chief Roy Nelson. Available and allotted IFR slots, marked with grease pencil, cover 24 hours in advance. Hourly quotas, in Greenwich Mean Time, are organized by scheduled-supplemental air carrier, scheduled air taxi and other general aviation operations. Colored tabs give time block pictures quickly: green, many slots open; yellow, a few available; and red, none.

ARO Eases Congestion at Busiest Airports Using Between-Cities Telephone Circuit...

PILOTS' RESERVE

By Thom Hook

To help relieve congestion problems at the five designated high-density airports—Kennedy, La Guardia, Newark, O'Hare and Washington National—the FAA established an Airport Reservation Office (ARO) in June.

Five months later, the 15 temporarily assigned air traffic control specialists manning the office—cloistered in well-lighted, map-decorated quarters on the sixth floor of Washington Headquarters—are processing approximately 500 telephone and 150 teletype requests daily. They share their work area with the Central Altitude Reservation Facility (CARF), which is busy reserving air corridors for military use.

Shortly after the ARO system began operations, the congestion rule was amended to eliminate the requirement for arrival or departure reservations between midnight and six in the morning. The ARO, however, is manned around the clock, seven days a week, to accept reservation requests for all other hours within the 48-hour advance filing limitation specified by FAR 93, Subpart K, the regulation governing this high-density quota system. In certain multiple operations of the same aircraft, a 51-hour advance filing time is allowed.

Since implementation of this rule, general aviation traffic at these airports is down significantly and considerable non-air carrier traffic has been diverted to less busy airports. Other factors may have influenced the decreased use of these fields. Scheduled air carriers and scheduled air taxis have rescheduled extensively in order to comply with the regulation. However, simply by calling the ARO on one of the FAA's direct, low-cost telephone circuits from the Washington, New York, Chicago and Newark metropolitan areas, pilots can usually get preferred time reservations at the big five airports, according to Roy Nelson, Assistant Chief of CARF, who heads the ARO. On occasions when weather, runway and other air traffic demands permit, additional operations over and above the basic quota can be permitted after close coordination is made between the ARO and the air traffic control facilities concerned.

How Reservations Are Made

Details for obtaining reservations for all IFR arrivals or departures are contained in Advisory Circular 90-43, "Operations Reservations For High-Density Traffic Airports." Requests to ARO for IFR time slots can come four different ways:

- Directly from the pilot to the ARO over either the special lines installed for this purpose.
- Through regular long-distance dialing.
- Via teletype from any FSS.
- By another type of telephone call, in which the FSS becomes the "middleman" negotiating for the pilot.

The first two ways are the most popular and effective, since pilot-to-ARO controller direct permits verbal negotiating without delay in the event the exact time desired is unavailable. Of the approximately 500 telephone calls processed daily, only a small percentage of pilots, if any, are unable to get reservations reasonably convenient for intended flights.

Reservations are approved on a first-come-first-served basis. Standby lists are not maintained, and the time limit of either 48 or 51 hours is rigidly observed on all advance filing for all IFR reservations. When appropriate, IFR reservations can be cancelled with any ATC facility.

The ARO does not handle VFR reservations, which may be made for the arrivals by the pilot radioing the request to the designated FSS for that airport when his plane is about 30 miles from the intended arrival point. Before departing one of the five big airports VFR, the pilot calls the tower on the local airport tower recorded telephone, which indicates the status of VFR departures. If the tower is approving VFR departures, the take-off clearance constitutes an approved VFR reservation. Unlike the IFR departures and arrivals—which are the province of the ARO at Headquarters—VFR operations are approved at the discretion of the five towers concerned.

Reserving an IFR or VFR time slot does not obviate the pilot's responsibility for filing a normal flight plan. The system is frequently checked to insure that pilots at the five airports have made reservations.

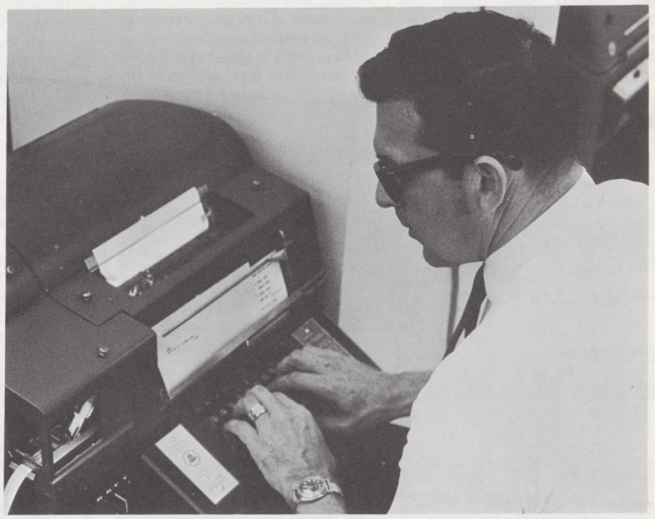
ATC Specialists On Duty

ATC Specialists manning the Airport Reservation Office on temporary duty, with their permanent duty stations, are as follows: Harold I. Alley, Huntsville, Ala. Tower; Charles J. Buzon, Roy E. Faber, Robert Minzak and Joseph J. Molnar, Cleveland Center; Kiley Copeland, Charleston, W. Va. Tower; Harry Flanagan, Washington National Tower; Larry D. Ketchner, Fullerton, Calif. Tower; Arthur Gordon and Harold Griffin, New York Center; Russel Lawson, O'Hare Tower; Robert Moll, Binghamton Tower; Bruce Slater, Otis AFB, Mass. RAPCON; Billy Tidwell, Atlantic ARTC Center; Kenneth Shaner, Washington Center (Leesburg, Va.); and Guy Darone, Boston Center, who has since returned to Boston.

The Advisory Circular AC 90-43 explaining "Operations Reservations . . ." is available from TAD-484.3.

In the Airport Reservation Office (ARO) co-located with the the Central Altitude Reservation Facility (CARF) at Headquarters, ATC controllers receive requests for and approve reservation requests for aircraft wanting to enter or leave any of the five big high-density terminal airports: JFK, ORD, LGA, EWR and DCA. On duty are (left to right): Bruce Slater, Art Gordon, Glen Tigner, AT Procedures Branch Chief; Roy Nelson, ARO Chief; and Addison Scott, CARF Chief. At right is Don Doak, NBC-TV.

Accepting a time slot request from a pilot on the ground—which can come any time within 48 hours of intended arrival or departure—Bruce Slater of the ARO gives pilot the hour he wants or suggests an alternate open one. Art Gordon (left), stands by to handle one of the several hundred calls received daily.



Transmitting reservation approval message by teletype from ARO to the flight service station concerned, CARF specialist Jim Albrecht informs FSS that pilot's time slot for getting into or out of one of the "big five" airports is approved. ARO processes more than 500 requests for IFR flights daily, and only a small number are turned down. VFR requests for reservations are handled by towers or FSSs.

Tower Chief Has Aviation 'Museum'

CHICAGO—As a small boy in Casper, Wyo., Daniel M. Vucurevich was among those lastingly impressed by Charles A. Lindbergh's solo crossing of the Atlantic in a single-engine airplane. Only seven, the lad made up his mind that the hero-filled world of aviation was for him.

His first thought was to get a model of Lindbergh's "Spirit of St. Louis," but he was broke. However, each day his father gave him 15 cents lunch money. Dan skipped lunch to save the money for a model of the "Spirit of St. Louis." When he had enough change, he rushed to the store. To his disappointment, the model he wanted was not available—but a Spad-13 was. Dan purchased the model, ran home and began assembling it.

Today, that Spad-13 hangs in his recreation room in Elk Grove Village, Ill. Surrounding it is one of the finest collections of model airplanes in the United States—almost 500 in all. In addition, Vucurevich has fulfilled his ambition for an aviation career; today he is chief of the world's busiest airport traffic control tower, the one at O'Hare International Airport.

Besides his collection of airplane models, Vucurevich has between 500 and 600 books and other publications on aviation and has maintained aviation scrapbooks dating back to 1927.

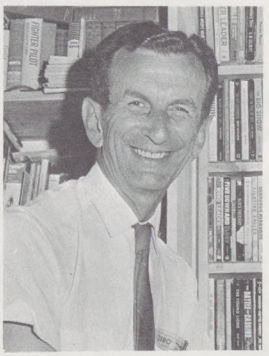
So unique is his collection of historic aviation material that the University of Wyoming has asked that he donate it for incorporation into the University's air museum.

Authentic Models

Models in the Vucurevich collection are exact in every detail. Insignias, color markings and even instrument panels have been reproduced to scale. Vucurevich can provide the history of almost every model from memory.

His recreation room, itself a museum, is lined with paintings and photographs depicting aviation's greatest moments. Insignias, flags and other aviation mementoes line its walls.

His old Spad-13 hangs from the ceiling amidst swarms of jet fighters, bombers, mail planes and racers. Also displayed are the beat-up leather flying helmet and goggles he wore when he took his first flying lessons in the thirties.



Air Library

One of the nation's finest collections of model airplanes and aviation literature is the achievement of Dan Vucurevich, Chief of the Chicago O'Hare Tower. His models and aviation mementoes date back to the 20s.

In recent years, the pace of model-building has slowed for Vucurevich. He says he is running out of models to build and the room to store them. However, he still manages to "create" at least 20 a year.

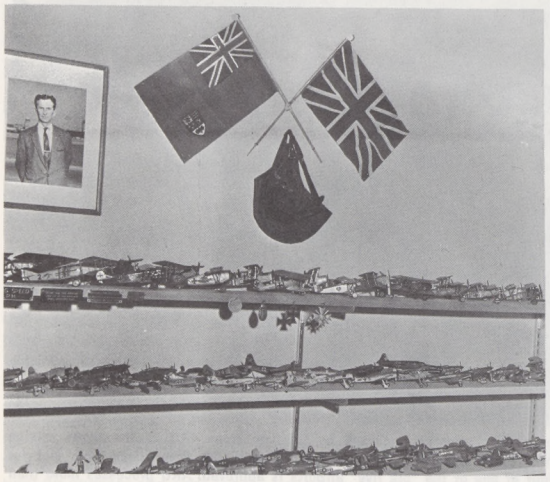
27 Years With FAA

The painstaking care required to produce truly authentic models undoubtedly has helped Vucurevich relax from the pressures of busy O'Hare. But mainly, he has built so many because of his intense love of aviation. A veteran of 27 years with the FAA, he started in aviation as a mechanic (who also knew how to fly) for Western Air Lines, and soon became station manager in Casper, Wyo., his hometown. Many of his buddies went on to become airline pilots and are now retired captains, but Vucurevich went into the Air Force in World War II and was assigned to the Air Traffic Control Center in Paris.

After the war, he went to work for the CAA (now FAA) at Kansas City Tower and Center and then at St. Louis Tower. He also managed traffic at Wayne Major Airport, now called Detroit Metro. He became Chief of O'Hare in 1965, on a lateral transfer.

Vucurevich is an authority on the first World War, belongs to the Cross and Cockade Society and never misses attending the summer conventions of the Experimental Aircraft Association at Rockford, Ill., 80 miles from Chicago. His wife and 18-year old son, who share their spacious home with his magnificent collections, share his enthusiasm for aviation.

He has given away many models, unable to resist the gleam in a youngster's eyes on seeing his collection. Dan Vucurevich recalls all too well those long, hungry days in Casper, the days he went without lunch to buy his first model Spad.



Models on Parade

Shelves in the family den at Dan Vucurevich's display (top row), World War I aircraft and (bottom two shelves) World War II aircraft. Battered leather helmet and goggles were used by the model builder-Tower Chief in the 30s.

Controller Saves Fireman's Life, Then He Joins Up

LUBBOCK, Tex.—One thing Controller Samuel Woods of the Lubbock Combined Station-Tower wanted to do when he moved to the small community of Shallowater recently was to become a member of the Shallowater Volunteer Fire Department.

Before he could become a member officially, however, a fire broke out in a Shallowater store and Woods decided to join the volunteers in responding to the alarm.

At the scene, one veteran fireman accidentally contacted a "live" air conditioner unit while attempting to gain entrance to the burning building. Suffering a 110-volt shock, he fell to the ground unconscious.

Woods quickly pushed the accident victim away from the charged air conditioner, using a fire axe to do so. Then, observing that the injured fireman's pulse was weakening and his breathing had stopped, Woods promptly began administering mouth-to-mouth resuscitation. He continued until a resuscitator was brought to the scene and the accident victim was rushed to the hospital. Woods' quick action in the emergency probably saved the fireman's life, doctors stated.

Woods, who was a policeman before he joined the FAA, now is a full-fledged member of the Shallowater Volunteer Fire Department. He was recently accepted into the organization by the unanimous and enthusiastic vote of his grateful fellow firefighters.

Heads Newest Chapter

The newest FAA Toastmistress Club, recently organized at Southwest Region Headquarters, named Betty Bush, secretary to the Administrative Services Division chief, the club's first president. Members of the FAA Toastmasters Club attended the meeting at which the new charter was granted.

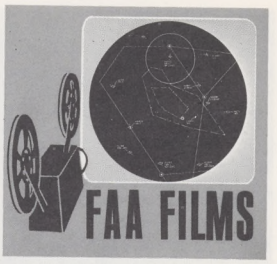
Aviatrix Honored For Derby Assist

LOS ANGELES—A California woman pilot who unselfishly forfeited her chances of winning the 1969 All Woman Transcontinental Air Race by delaying her flight to aid a fellow contestant in trouble has been granted an award by the FAA.

Mrs. Joan Steinberger, mother of two children from Goleta, Calif., was presented with the FAA-DOT Award for Distinguished Service by the Administrator in a special cermony at Western Region Headquarters.

According to the citation, Mrs. Steinberger was competing in the all-female Powder Puff Derby when she heard that another contestant had become disoriented in a thunderstorm. The troubled aviatrix was not only low on fuel, but without two-way radio contact with the nearest control tower.

Mrs. Steinberger immediately volunteered to relay landing instructions from the Mount Vernon, Ill., Tower to the lost pilot and stayed aloft in the area until the lost pilot landed safely. The "lost" aircraft ran out of fuel while taxiing on the runway.



By Sue Silverman

If you like films with catchy titles, then "An Introduction to NAS En Route Stage A" probably isn't your cup of tea.

There's nothing gimmicky in this straightforward documentary. It describes the major system components and gives a nitty-gritty explanation about how the equipment works. The film is addressed especially to FAA air traffic control and maintenance personnel most affected by NAS En Route Stage A implementation. However, tech-types in the agency not directly involved in the semi-automated system, but familiar with the rudiments of ATC, should find the film useful and informative. Its lively action and unusual animation give it a special punch not often found in training films.

You need not despair if you don't know the difference between a 4096 beacon transponder and an RBDE scan converter. Finishing touches are now being applied to a special film within the grasp of virtually everybody. "Computer/Controller Partnership," a ten minute production in layman's vernacular, is an easy-to-understand summary of how FAA is applying the latest computer technology to the nerve center of the national aviation system. It will be available for organizational showing after Nov. 1, and is particularly recommended for television, civic and educational programs.

Martin Konigmacher served as motion picture supervisor for both productions, deftly demonstrating how the same subject can be handled differently in two films, to reach two different audiences.

Prints of "An Introduction to NAS En Route Stage A" are now available from the FAA Film Library. Prints of "Controller/Computer Partnership" will be stocked toward the end of this month. Other inquiries should be addressed to PA-30, Office of Public Affairs at Headquarters.

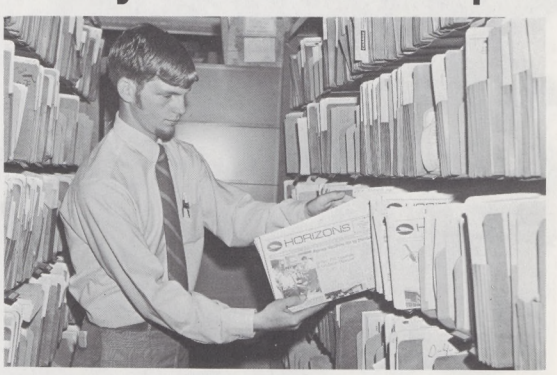
YOC Receives Anonymous Scholarship

LOS ANGELES—Karl Ory, a summer employee in administrative services, has received a "surprise" $500 award to continue his college education. The award came from a private organization wanting to remain anonymous.

"I still can't believe it," Karl exclaimed after receiving the check through the mail. "It will sure help out on my first semester expenses and the only stipulation is that I continue to stay in college in good standing." Karl is a freshman at El Camino College in Torrance, Calif.

Last spring, Karl also was honored by being named runner-up for the DOT Secretary's Fellowship (E. F. Ryan Scholarship) Award.

Karl started as a student trainee at $1.65 per hour and worked up to GS-3, in distribution. One of his jobs is seeing that *FAA Horizons* is properly distributed in the Region.



Our Favorite One

Karl Ory, summer employee with administrative services who distributes "Horizons" to Western Region offices, recently received an anonymous $500 award on condition he continue in college. He previously was runner-up for a DOT Fellowship award.

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: If an employee has an official change of duty station after being given two weeks notice, is he responsible for postage due on personal mail forwarded to the new duty station?

Answer: Yes, it is the employee's responsibility to pay for postage due on personal mail.

Question: When a facility is forced to use overtime due to a shortage of GS-10, full-performance level controller staffing, who should be given preference in allocation of overtime—GS-10 controllers or GS-11 supervisors?

Answer: Your facility chief should assure that overtime is distributed equally among all eligible employees, consistent with operational needs. He may choose to assign overtime only to GS-10 controllers, or he may decide that it will be necessary to use GS-11 supervisors in order to make up for the staffing deficiency. In any case, he should assure equitable distribution of overtime among groups selected. See AT 7230.1, paragraph 214.4 and 3550.11, paragraph 6.

Question: Is an airspace system inspection pilot (GS-13) entitled to be paid one and one-half times his basic hourly rate for officially ordered overtime in excess of four hours in a pay period or is he required to accept compensatory time off for officially ordered overtime?

Answer: This will vary with individual work situations. Both overtime pay and compensatory time off are forms of payment for overtime work. For employees above the top rate of a GS-10, the decision on the form of overtime compensation is the responsibility of management. Agency policy states that compensatory time should not be used as payment when management does not foresee a possibility of working off compensatory time within a reasonable period. In some occupational groups, such as flight inspection, there are work cycles in which overtime is required for one or more pay periods and the following periods are slack work times. Thus, employees in such groups can use their compensatory time during slack periods and avoid use of annual leave to cover periods when there is no work or work is not possible. Notice N 3550.13, Overtime Administration, states that in this situation employees above the top rate of GS-10 should be paid in compensatory time.

I have two questions.

Question: Has the Civil Service Commission changed qualification standards for all professional engineering series?

Answer: Yes. New standards, issued in June 1968, clarified the acceptable substitutions for successful completion of a full four-year engineering curriculum in an accredited college or university.

Question: If an electronics technician, GS-856, passes the engineering test of the Graduate Record Examination (GRE) with a score of 500 or better, what procedure should he follow to obtain an electronics engineer rating, GS-855?

Answer: Obtaining a score of 500 or better on the engineering test of the Graduate Record Examination is one way of meeting basic eligibility requirements for an engineering position. However, it does not assure an electronics technician immediate reclassification into the electronics engineer series. It does make him eligible to compete for electronics engineer positions when they become vacant. The technician who successfully passes the GRE should notify his supervisor and his personnel office so that official records will note the change in his qualifications. However, he will not gain professional engineer status until he is selected for and occupies a position classified in the engineer series.

I have two questions concerning the change of official duty station:

Question: In Handbook 1500.13, Chg. 4, dated November 18, 1968, Chapter 5, para. 532, accessorial charges included within the commuted rate tables are explained. In my experience, an employee using all the services mentioned will come out considerably in the red on a move. Why does the statement conflict with actual practice?

Answer: The commuted rate schedule is established by the General Services Administration and the FAA is without authority to revise these rates. The schedule, Appendix 1 of the Travel Handbook 1500.13, includes a $2 per 100 pound factor as part of the rate which is for the purpose of covering accessorial charges incurred. It does not include any special servicing to stoves, refrigerators and washing machines to protect their mechanism during movement. This factor is based on national averages and is included in the commuted rate schedule. Although the factor may not be sufficient to cover accessorial charges in your area, in other areas it may exceed the charges. Incidentally, if you haven't moved since 1966, you will find that new travel regulations provide much more generous allowances than previously.

Question: Why doesn't the commuted rate schedule take into consideration moves within state boundaries? Within the state of Oregon the rates are $1.35 C.W.T. higher than ICC rates.

Answer: By regulation, the commuted rate schedule is filed with and subject to the approval of ICC. This schedule applies only to movement *between* states. Reimbursement to the employee is made on the basis of the ICC rate, whereas carrier charges for moves within a state are not subject to ICC regulations.

Rules

(Continued from Page 1)

concurrent with the proposed rule that would establish the general equipment and flight requirements for aircraft operating in such airspace.

In addition to implementing terminal control areas at the 22 hubs already cited, FAA plans to take similar action to reduce the collision potential at all other airports where turbine powered air carrier aircraft operate.

The Administrator said these airports would be divided into two general categories. The first would include some 97 airport locations currently served by FAA radar control towers. They would have a terminal airspace configuration similar to those for the 22 hubs. The second category would include the remainder of the airports accommodating turbine powered air carrier operations. They would be provided with arrival and departure corridors.

Limits Vary With Locations

The proposed terminal control areas for the 22 hubs generally would be in the form of an inverted two-layer cake with indentations and scallops where required to accommodate special conditions. Floors, ceilings and lateral limits of terminal control areas would vary from location to location.

At Washington National/Andrews Air Force Base, for example, the first layer of the proposed terminal control area would extend from five to ten miles from both airports, from ground level to 1,500 feet. Designated low-level areas will be available for operations at the three general aviation airports close to downtown Washington — Washington/Virginia, Prince Georges Airpark, and Hyde Field. Rectangular corridors would project from the low-altitude area to accommodate traffic arriving or departing the two major airfields.

The top layer, which would extend in a ten-nautical-mile circle from both major airports and rise from 1,500 to 7,000 feet, would have two recesses in the eastern and western portions to provide more operating latitude for uncontrolled aircraft outside of the approach/departure corridors for the major airports.

To operate in the designated terminal control area, aircraft would have to be equipped with a 64-code radar beacon transponder during "busy hours." This is to facilitate rapid radar identification and expedite traffic.

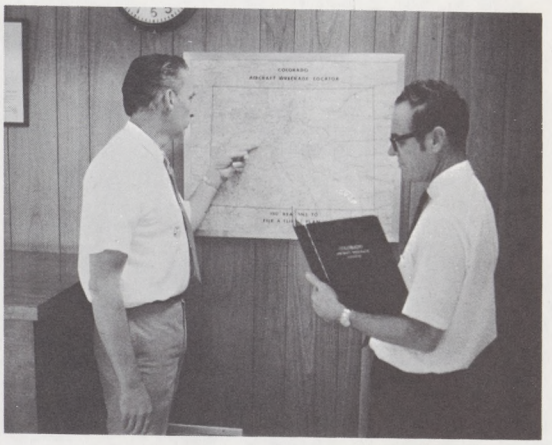
Other equipment requirements would be VHF (very high frequency) navigation equipment and two-way radio.

Clearances Mandatory

Pilots also would be required to have ATC clearance before entering the terminal control area, and those flying VFR would be required to enter at specified points and at specified altitudes. VFR aircraft not landing or departing WNA/Andrews AFB would not be permitted to enter the terminal control area except during published hours.

Additional requirements would:

- Ban student pilots from the terminal control area when landing or taking off from major airports.
- Prohibit VFR operations unless the cloud ceiling in the control zone was at least 1,500 feet.
- Impose a 200-knot speed limit on all aircraft operating in the airspace underlying the terminal control area.



Downed Planes

Richard Bishop (left), and Wayne Hall, Denver FSS specialists, check out reported wreckage on Aircraft Wreckage Locator map. Device saves time in determining whether a wreck reported sighted is fresh or historic.

Wreckage Locator Map Reduces FSS Workload

By Arv Hess
Chief, Denver FSS

DENVER—Want more than 150 reasons to file a flight plan? The Denver FSS can give you 153—that's the number of wrecked aircraft spotted in the rugged Rocky Mountains west of Denver.

The site of each crash has been plotted on a map known as the Colorado Aircraft Wreckage Locator. The map was compiled by personnel of Denver FSS after many hours of research and a great deal of cooperation from the Civil Air Patrol, National Transportation Safety Board and many others.

During summer, the thousands of tourists who vacation in the Colorado mountains come across wrecked planes while fishing or hiking. Other wrecks are spotted by pilots overflying the area. When the reports are received by the Denver FSS, personnel there must determine whether the wreckage is old or whether a new, still unreported crash requires investigation. Before the wreckage locator map was developed, a great deal of time and effort had to be spent in determining the status of the wreckage. Now, the locator is a very useful tool and timesaver to Denver personnel and also benefits officials concerned with search and rescue.

On the locator map, each crash site is listed and numbered in chronological order as crashes occur. The assigned number is posted on an aeronautical chart and detailed information as to the date and location is kept in a looseleaf binder. Both are displayed in the pilots' lobby at Denver FSS and are of interest to pilots and other station visitors.

Other flight service stations in the Rocky Mountain area have the same problem as Denver. Therefore, the wreckage locator has been duplicated and copies have been furnished to interested facilities. Periodically, the Denver FSS sends additions and corrections to all stations which have wreckage locator maps.

Bond Bandwagon

Chicago Center Controller Ken Sapp reflects the interest of the center personnel during the visit of the Chicago Area's "Star Spangled Salesmen," Connie Kowalewski (left), and Lorraine Berghuis, in connection with the recent U.S. Savings Bonds campaign. Both girls work in the area office.

Rockford Controller Don Stoike (left), explains some of the operational procedures to H. M. Drake of NASA during the 1969 EAA Fly-In held at Rockford. Controller Al Johnson from Minneapolis observes. Drake was conducting a survey of the traffic and the techniques used in controlling it for a special NASA report. Both Stoike and Johnson were operating a mobile control tower at the Greater Rockford Airport.

General Aviation Accident Prevention Specialist John Hunt (center), briefs one of the many pilots and visitors who participated in the various FAA programs and displays at the Fly-In. Each day at noon, Hunt conducted a one-hour program utilizing FAA films in getting across the aviation safety message.

Rockford Air Traffic Controller Bob Simon briefs some of the pilots participating in the 17th Annual EAA Fly-In held at Rockford. Simon and his fellow controllers handled some 35,000 operations during the Fly-In week.

EAA Fly-In Gets FAA Boost

Controller Bob Margola of Chicago's Midway Tower, a veteran of many EAA Fly-Ins, gives takeoff signal to EAA aircraft.

By Neal Callahan

Rockford, Ill. became the general aviation capital of the world when the city was host to the recent 17th Annual International Experimental Aircraft Association Fly-In, at Greater Rockford Airport.

FAA participated in the event at all levels, and the Rockford Tower and FSS set operational and briefing records.

FAA controllers handled 35,152 operations as compared to 30,658 in 1968. On the fly-in's peak day, a fantastic 10,007 operations were logged. Last year's peak was 6,933 operations. According to Hugh Doyle, Rockford Tower Chief, inbound traffic was so heavy at one point that the airport ran out of aircraft parking space, with an estimated 2,800 planes on the ground.

Manning the portable towers, the briefing tent or the Rockford Tower at one time or another were Rockford controllers LaMarce Vaughn, Richard Johnson, Donald Stoike, Ronald Rubin, Westley Tipton, Robert Simon, Russ Gale, Jack Edleman, Phil Reichart, Robert Rutkoske and Robert Truckenbrod.

In addition to the regulars, assisting were controllers Bob Margala, Chicago Midway; James Alexander, Evansville, Ind.; John De Jonge, Grand Rapids, Mich.; Vern Wepner, Oshkosh, Wis.; Al Johnson, Minneapolis; Roy Hunter, Terre Haute, Ind.; and Lightel Whitaker, Indianapolis. All participated previously at the Rockford show except Hunter and Whitaker, for whom it was a new experience.

At the Rockford FSS, a new high of 6,578 flight services was set during the week. Along with tower controllers, flight service specialists also conducted pilot briefings at the FAA tent. The regular briefing crew consisted of Wally Upton, Ronald Schlitter, LeRoy Elfstrom, Tim Pinckney, Louie Boyorek, Charles Bruce, Don Kavier, John Klingbeil, William Phode, Max Diderich, and Andrew Bili. They were aided by Gordon Papke and Charles Shaeffer, Indianapolis FSS, and Al Hinz, Joliet, Ill., FSS.

Flight Standards personnel monitored flight activities and provided briefings to participating pilots. Virtually the entire staff of the West Chicago GADO participated in some form during the week. Supervising Inspector L. G. Smalley took advantage of the week's activities to get new general aviation inspectors acquainted with the show. Participating in the training program were Roy Weiden, Larry Wermager and John Boe. John Hunt, Aviation Accident Prevention Specialist, conducted a one-hour program each day for hundreds of pilots. Others who monitored operations and conducted pilot briefings included Jack Hanifan, Theo Moore, Ned Powers, Ralph Hixon, Joe Jones, Dwayne Nickerson, Hampton Burkes, Jack Mathison, George Brice, William Goulding, Ed Winter, and Bill Wagner.

The EAA Fly-In went extremely smoothly, the weather was ideal, and FAA equipment functioned well. Portable towers, the FAA command tent and communication lines between the facilities also performed extremely well to produce a safe week. Don Hilde and personnel from his Airways Facility Sector were kept busy in the weeks before the fly-in preparing the necessary equipment for use. Those taking part included sector technicians Marvin Wilkinson, Gene Shilton, Harry Brunner, Eino Hendrickson, James Schmidt, Russell Larmay and Dick Kleeman.

A top attraction of the fly-in was the FAA's display featuring the Academy's Vertigon demonstration. Pilots stood in line as long as an hour and a half to participate in the demonstration, manned by Central Region's Eddie Dubay and the Academy's Bob Johnson.

At a recent ceremony in the Chicago Area Office, Area Manager Paul E. Cannom presented two letters of commendation for services FAA personnel provided during EAA week to Hugh L. Doyle, Rockford Tower Chief. One letter was signed by the Administrator, the other by the Deputy Administrator.