FAA HORIZONS

Read 'FAA Airport Police' Pages 4-5

Vol. 4, No. 8 | Published biweekly for employees of the Department of Transportation/Federal Aviation Administration | April 13, 1970

**FSS Careers Eyed**

**Six young people who are preparing for the ATC specialist exam are shown during their recent visit to the Walla Walla FSS. They were escorted by their instructor, Jim Accuntius and his wife (far right). FSS Chief Henry Gabriel (standing, left) explained the role of the flight service stations.**

# Action Group Paving Path To Air Traffic Control Jobs

**By George Sanders**
*Seattle Area Office*

WALLA WALLA, Wash.—Six potential air traffic control specialists toured FAA and Air Force facilities at the City-County Airport here recently

The young people—Sally Cisneres, Jerry Andrews, Majorie Perry, Roland Andrews, Sharon Andrews and Gilbert Lopez—are part of a community organization program being conducted by the Benton-Franklin Community Action Committee of Pasco, Wash.

The committee is funded by the Office of Economic Opportunity, which is also involved in "Head Start," adult education and summer employment programs.

The six youngsters who made the tour are receiving training in basic skills that will enable them to take the Civil Service Commission examination for air traffic control specialists. The preparatory course is being taught by Jim Accuntius, a commercial pilot who was formerly a military air traffic controller.

FSS Chief Henry Gabriel arranged and conducted the tour of the airport, air traffic control facilities and Corps of Engineers installations. The group was given a close-up look at an F-106 jet aircraft and also inspected the Air Force's radar ground control approach facility and the control tower.

Gabriel explained FSS operations and responsibilities.

The group, interested in civil aviation operations, also saw the manufacturing process for the Agri-Service's automatic flagman.

"The Western Region Equal Employment Branch advised the director of the community action committee that the FAA has many facilities student groups can visit," Gabriel said. "We are only too happy to participate in this type of program."

# More Than 1,200 Sign Up To Attend Review Meeting

WASHINGTON — More than 1,200 top-ranking representatives of the aviation community and industry will participate in the four-day Second Annual DOT/FAA Planning Review Conference which starts tomorrow, Apr. 14, at 8:30 a.m. at La Gemma, Inc., a conference center here.

Last year, the agency invited representatives from the aviation public for the first such meeting to gather ideas about FAA plans and policies.

The foundation around which the conference is built is the annual two-volume book on the National Aviation System Policy.

The first volume, "National Aviation System Policy Summary," states criteria, standards and policies under which the FAA operates. The second, "National Aviation System Policy Plan," covers the agency's proposed investment schedule for the next decade—to fiscal 1980.

Oscar Bakke, Associate Administrator for Plans, will be master of ceremonies at the opening plenary session. Under Secretary of Transportation James M. Beggs will welcome those participating and Administrator John H. Shaffer will make the opening remarks. Mr. Bakke will then outline conference objectives, structure and procedures.

A total of 19 sessions on different

(Continued on Page 7)

# Smith Nominated New FAA Deputy

**By Theodore Maher**

WASHINGTON—Kenneth M. Smith, nominated by President Nixon as the agency's new Deputy Administrator, sees his new position as a "real challenge" at a "critical and propitious stage in the development of aviation in this country." Smith, a pilot with more than 1,000 hours of flight time, replaces David D. Thomas, who retired.

One of his first concerns in his new position, he said, will be the challenge of keeping pace with the rapid growth of aviation.

"Though this involves, of course, new facilities, better equipment and automation, the key to the success of our endeavors—the most important element—is people," Smith said. "I have found this to be true in other organizations and it is especially true here."

**Real Assets Emphasized**

Smith emphasized that the agency's real assets consist of "more than sophisticated electronic equipment and the bricks and mortar of agency buildings—our real strength is in the professionalism of our dedicated employees."

The new Deputy Administrator

**Kenneth M. Smith**

has already visited a number of FAA facilities, including Southwest Region Headquarters, the Fort Worth Center, the Aeronautical Center and towers in the Washington area. He also has visited systems maintenance facilities, centers and towers in Kansas City, Chicago and Minneapolis.

"As soon as I complete staff briefings and other business at Headquarters, I plan to visit all the regions and as many of our field facilities as possible," he said.

**Discussions Held**

Smith stated that he has already taken part in a number of "very specific" discussions with the Administrator and other agency officials on major problems facing the agency, the air transportation industry and general aviation.

"Our objective is a system that will provide the best possible service to both general aviation and air carriers," he said. "This does not mean, of course, that we're going to have a system in which, so to speak, automobiles and high-speed express trains are using the same transportation arteries."

Smith said he considered the new Airport-Airways legislation, still pending in Congress at the time he was interviewed, as "landmark legislation."

Passage of the new legislation, he pointed out, will give the agency the capability of planning in an orderly,

(Continued on Page 7)

# Henry Newman Receives 'Top Ten' Career Honor

FORT WORTH — Henry L. Newman, the FAA's Southwest Region Director, has been named one of the nation's ten top civil servants.

On May 8, he and the nine others being honored will attend a banquet in the nation's capital sponsored by the National Civil Service League.

That organization each year recognizes ten men in government for outstanding public service in terms of significant contributions, efficiency, achievement, character and service.

Each receives a $1,000 check, a plaque and an engraved gold watch in recognition of their services.

**Career Highpoint**

For Newman, it will mark one of the high points on a long path followed since he reported to his first Federal job with the Bureau of Indian Affairs in New Mexico 34 years ago.

Although he graduated Phi Beta Kappa from Middlebury, Vt., College and earned a Master of Business Administration degree from Harvard, little did he dream that his career would result in his being on the same stage on May 8, 1970, with a man who walked on the moon and other award winners.

Perhaps Henry Newman's work has been too involved to allow for much dreaming—his citation states that he has been "useful to the Government in many ways . . . (and) his untiring efforts have advanced the cause of aviation safety and planning for aviation growth, and he has successfully interpreted to the community at large the agency's programs."

Newman's leadership was a prime mover in the planning and building of the Dallas-Fort Worth Regional Airport. Besides addressing numerous organizations to elicit their cooperation and action helpful to aviation progress, he served as an adviser to local airport planners and made FAA specialists available to them.

He saved taxpayers millions of dollars by inviting interested persons to consult with him for a better understanding of airport zoning problems. As a result, several school districts changed building sites to avoid airport noise zones.

As Chairman of the Federal Executive Board, Newman leads the important work undertaken by the representatives of other agencies in the area. In that responsible role, he stressed the importance of getting all levels of Government involved in vital programs.

**Member of ASPA**

A member of the American Society for Public Administration, Newman has been a chapter president and has chaired intergovernmental forums on grants and transportation at the annual ASPA conferences the past two years. In his region he has worked closely with students and officials of the universities on public administration matters.

(Continued on Page 7)

**Winning Smiles**

**Admiring plaque awarded to the Springfield, Ill. GADO as the outstanding Flight Standards field office in the Central Region during 1969 are (from left): David C. Detamore, Supervising Inspector of the GADO; Edward C. Marsh, Regional Director; Paul E. Cannom, Chicago Area Manager; and Browning Adams, chief of the region's Flight Standards Division. The GADO also captured the national award in the new program aimed at recognizing exceptional Flight Standards facilities.**

Standing before the airport's symbolic sculpture of "flight" are Airport Manager James Malarky (left) and Tower Chief Walter Powell.

*City-Built, FAA Manned . . .*

# Home-Built Tower

When FAA controllers moved into the brand new tower cab atop the terminal building at Tweed-New Haven Airport last winter, they were occupying one of the few "home-built" towers in the country.

Fearing that the jet age was beginning to pass the city by because its 39-year-old airport was too small to keep pace, New Haven's city fathers decided to do something about it. Although the city would have been eligible for a federally-funded tower within a few years, they wanted to get on with the job right away.

New Haven city officials told the FAA the city would finance and build a VFR tower cab at the airport according to FAA specifications if the agency would equip and man it. The agency promptly accepted the offer.

On last Dec. 1, the tower was commissioned by Administrator John H. Shaffer. This month, after more than three months of operation, Tower Chief Walter Powell said the tower is working out well.

"The eight-sided cab affords us excellent visibility, and the console that runs half-way around the walls—a full 180 degrees—is very convenient," Powell said. "We are well-satisfied with the installation."

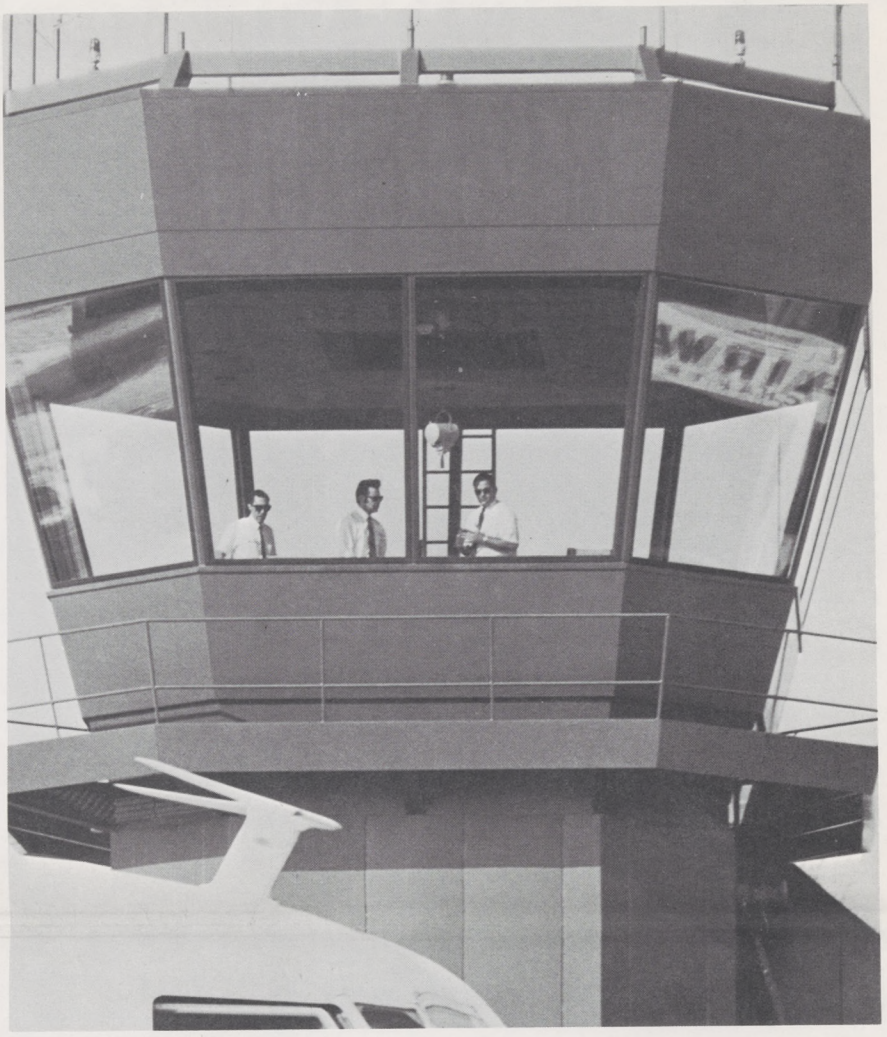
Powell is a veteran controller and manager, with 21 years of air traffic control experience.

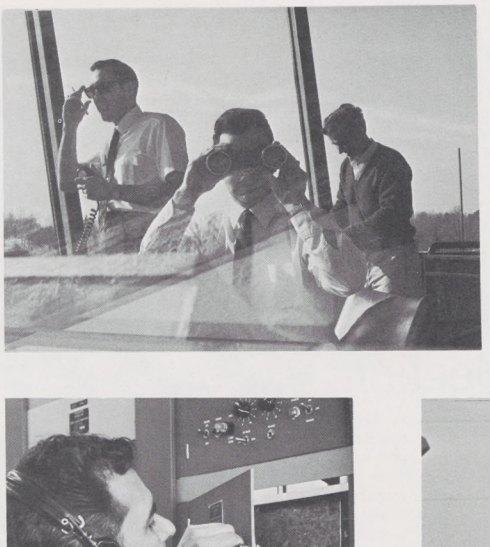
At the time of the commissioning, Powell estimated that the airport would log about 170,000 operations during the first year of operation. In December, 10,768 operations were recorded, indicating that his estimate was very close. In January and February an average of about 400 operations a day were logged, and in March the daily average jumped to about 500. As the weather improves, traffic is expected to increase and Powell now estimates that as many as 200,000 operations may be handled during the first year.

Now that the tower is in full operation, other improvements are planned to keep the airport in step with the jet age. Last month, construction was begun on a visual approach slope indicator (VASI) system. Funded by city and state money, the system is scheduled to be operational by June 15. At the same time, bright intensity lights, funded through the Federal-aid Airports Program, are being installed.

Money has been set aside for installation of an instrument landing system, and the purchase of land for this system has already been approved by FAAP.

Manning the 16-hour-a-day tower, besides Powell, are: Robert W. Metzler, Hugo Benettieri, Martin Small, Ronald Schwartz, John Adams, Paul Johnston, William Herron and Henry Phieler.

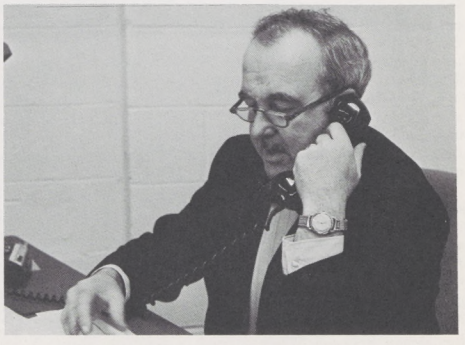




Above: On the day of its commissioning, Dec. 1, 1969, the tower at Tweed-New Haven Airport was manned and ready. Visibility out of the octagonal-shaped tower is excellent.

Left: On duty in the new eight-sided tower at Tweed-New Haven Airport are (from left) Controllers Robert W. Metzler and Hugo Benettieri and Electronics Technician John Dorey.

Electrical circuits in the Tweed-New Haven Tower are checked by Electronics Technician John Dorey from the Boston Area Office.



Tower Chief Walter Powell says that he and his staff are very satisfied with workmanship in the city-built Tweed-New Haven Airport Tower.

**Career Motivation**

**Explorer Scouts from the FAA-sponsored Aviation Explorer Post 707 listen as William R. Ramsey, Assistant Minneapolis Area Manager, explains airport lighting at a recent monthly meeting. FAA personnel in the area contribute both time and effort to acquainting young people with the FAA.**

# Airports' Fiscal Needs Cited in FAA Survey

WASHINGTON — A financial survey of some 1,400 publicly-owned general aviation airports conducted by the FAA shows most of them without surplus operating revenue and dependent to a large extent upon state and local agencies for development capital.

According to the "Report on FAA's 1969 General Aviation Public Airport Financial Survey," virtually the only general aviation airports with operating revenues exceeding operating expenses are those with very high levels of activity—25,000 or more annual itinerant operations or 100 or more based aircraft.

Other conclusions drawn as a result of the survey include:

- The close parallel between average operating revenues and operating expenses at lower activity airports suggests that the communities in which these airports are located are spending no more on them than they expect to take in.
- Buildings and ground rentals provide the bulk of operating revenues. Landing fee revenues, if any, account for only a small percentage.
- Paving of landing areas was reported most frequently as the most pressing developmental need. Hangar construction was next, followed by airfield lighting, aircraft tiedown facilities, land purchase requirements, terminal building construction, airport access roads and automobile parking. The average cost of needed development at each airport is approximately $180,000.

The report also shows that fixed base operators (FBOs) serve as caretakers at 47 per cent of the airports but practically all capital improvements and expansion projects are paid for by the public owners. At only 40 per cent of the airports do FBOs maintain building areas and at less than one-fifth are they required to maintain landing areas.

The report is based on the return of 1,408 questionnaires from the 1,922 publicly-owned general aviation airports identified in the FAA's National Airport Plan as necessary to the national airport system. The response rate to the survey was exceptionally high— 73 per cent.

The survey was undertaken by FAA's Airports Service to collect information on the financial condition of the nation's general aviation airports for use in recommending Federal assistance programs. The canvass covered calendar year 1968.

# Tymczyszyn's Son Gets Pilot Awards

LOS ANGELES—It's always flattering to a dad when a son follows in his footsteps. For FAA Engineer and Test Pilot Joe Tymczyszyn of Western Region's Aircraft Engineering Division the axiom went one better. Tymczyszyn is one of the proudest pilots in FAA since his second son, John Stanley (with what other nickname than 'Tym'?) not only won his U. S. Air Force wings recently, but flew off with most of the awards. Competing in a class of 67 Air Force, Marine and Danish military pilots at Reese AFB, Lubbock, Tex., the FAAer's son won:

- The Commander's Trophy as outstanding graduate.
- The Outstanding Pilot Trophy.
- A special letter of commendation from Lt. Gen. Samuel Maddux Jr., commanding, Air Training Command, Randolph Field, Tex.
- The distinction of being the youngest pilot in his class.

After graduation, the new flying officer received a special gift provided by the Base Commander as a traditional Reese AFB recognition "to any graduating pilot who has two 'z's, three 'y's and no vowels in his last name."

**John Stanley Tymczyszyn**

# Junk Aircraft Removal Is Aim of New Program

WASHINGTON—Just as junk automobiles have cluttered much of America's landscape, junk aircraft are becoming an eyesore at many of the nation's airports. A new FAA program has been launched to persuade airport operators to get rid of these derelicts.

"The program is aimed both at improving the appearance of our airports and maintaining public confidence in aviation," FAA Administrator John H. Shaffer said. "These junk aircraft not only degrade the appearance of airports, but tend to convey the erroneous impression to both the flying and non-flying public that aviation is inherently unsafe."

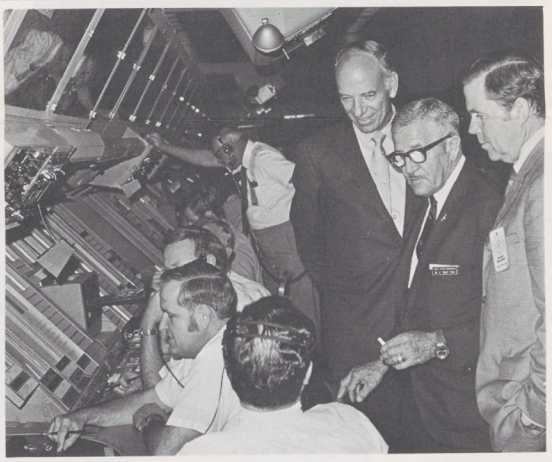
The Administrator said the continuing rapid growth of the civil aircraft fleet has resulted in a corresponding rise in the number of junked, dismantled and disabled aircraft one sees parked on airports across the country.

"These aircraft frequently sit there for extended periods of time, detracting from the appearance of the airport, without any apparent effort to repair or remove them," he said.

The Administrator has instructed the agency's field offices to establish procedures for periodic checks of airports to identify derelict aircraft and bring them to the attention of the airport management. The agency also will urge airport operators to include in their contracts with aircraft owners, fixed base operators and others operating an aviation activity on the airport, provisions calling for removal of such aircraft at the owner's expense within a specified period of time.

The Bureau of National Capital Airports, which operates Washington National and Dulles International Airports, has entered into an agreement with the fixed base operator at both airports providing for the removal of non-airworthy aircraft. Under the agreement, owners of such aircraft exceeding a 60-day parking limitation will be given 30 days notice to either remove the aircraft from the airfield or return it to an airworthy condition. Non-compliance is considered grounds to have the aircraft removed at the owner's expense.

Advisory Circular, AC 150/5190-1, "Minimum Standards for Commerical Aeronautical Activities on Public Airports," has been issued to assist airport operators in developing and applying standards for control of the commercial aeronautical uses of their property.



**Congressman Visits Center**

**Rep. Graham Purcell (third from right), of the Texas 13th District, recently visited the Fort Worth Center to view operations with Center Chief W. V. (Bud) Fox (wearing glasses) and W. T. Haynes, the Congressman's administrative assistant. Here they talk to controllers W. J. Cooper (from foreground back), John Tweedel and R. H. McCarty. Art Busnach, crew chief, stands in back. Tour fostered better understanding of FAA operations and plans.**

# Changes Underway at Tower

ATLANTIC CITY—The control tower at Atlantic City Airport, home of NAFEC, will undergo several changes due to be completed by this June.

The approach control, located in the ATC laboratory building, will be moved to the second floor of the tower. Office space for air traffic service personnel, now adjacent to the approach control, will be relocated to a new one-story building to be constructed at the base of the tower. It will be connected to the tower by a short corridor.

The move is being made to make room for a new IBM-9020-E computer, which will be placed on the second floor of the lab building.

Jack C. Ludlam is chief controller at the Atlantic City airport.

**John C. Adams**

# SW Civil Rights Program Headed By John C. Adams

FORT WORTH—John C. Adams, a veteran of 26 years of Federal service, is the Southwest Region's first Civil Rights Officer.

Adams moved from his job as Chief of the Compliance and Security Division into the Civil Rights post when it was created.

Adams came to the Southwest Region in 1960 to serve as Chief of the Security Division and was the first such chief to be recruited for field duty in the FAA.

Later he became Chief, Administrative Services Division, and then Chief of the Management Staff's "Project Focus"—the test project in Albuquerque which helped shape the area concept. Upon his return to the regional office, Adams again headed the Compliance and Security Division until his reassignment to head the Civil Rights Staff.

His other Federal service includes pre-World War II work with the Corps of Engineers. After three years with the Seabees at Hawaii and Guam during World War II, he reentered Federal Civil Service for a short time with the Soil Conservation Service and then served with the Atomic Energy Commission in the Southwest and West. At the time he transferred to the FAA, he was site manager for AEC's operation at Bossier City, La.

A native Texan, Adams was graduated from Stephenville High School and attended Tarleton College at Stephenville and Centenary College at Shreveport, La.

He and his wife, Frances, and their daughter, Cecilia, live on their farm at nearby Rhome where he raises quarterhorses and participates in his hobby of greenhouse gardening and flower culture.



FAA HORIZONS

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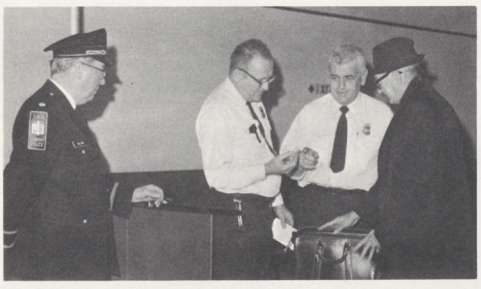
|---|---|
| Administrator | JOHN H. SHAFFER |
| Acting Assistant Administrator for Public Affairs | DENNIS FELDMAN |
| Chief, Employee Information Division | CLIFFORD CERNICK |
| Layout/Production | GERNOT RASMUSSEN |

An aerial photo of Washington National Airport provides an appropriate backdrop for key officials responsible for the police operation who are (from left) : W. L. (Sam) Clifford, Chief, Operations Division; C. R. (Tex) Melugin, Jr., Airport Manager, and Michael D. Benarick, Police Chief.

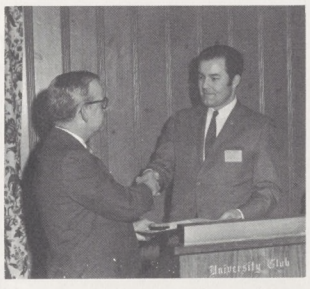
When an in-flight accident or illness occurs, the FAA ambulance and police crew meet the airliner on arrival. Manning stretcher for Staff Nurse Mildred Spransy are Officer DeVant Johnson (left) and Sgt. Peter E. Craig, III.

A query regarding a possible stolen auto is sent to a remote computer by Washington National Police Sgt. John J. Zalovick to the Washington Area Law Enforcement System (WALES). Reply from the National Crime Information Center is received in ten seconds.

Three cash drawers of a Washington National Airport car rental agency had to be opened by FAA Locksmith John Davian, summoned by Sgt. Peter Craig after rental car supervisor Mary Bean advised him of her plight. Rental car customers occasionally lose auto keys, ask for help.

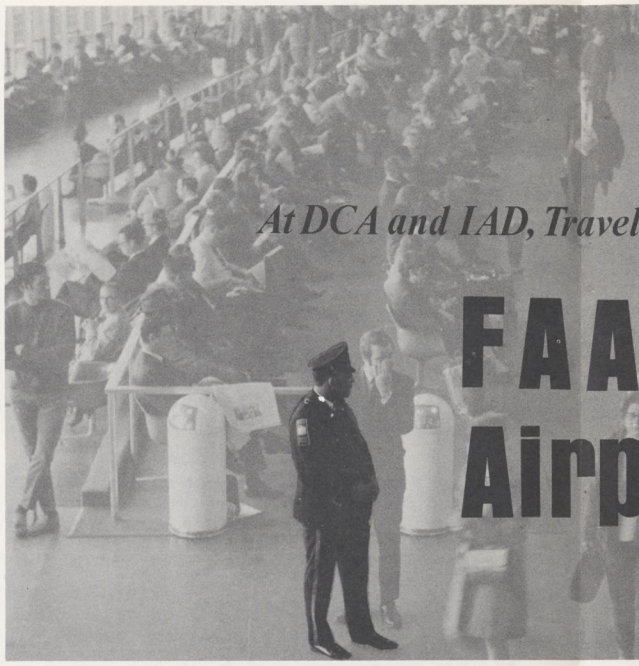


Simulation demonstrates how different Federal agencies cooperate in enforcement of drug laws. Dulles International FAA Police Chief James P. Dillon is on the scene as U. S. Customs Inspectors Patrick Murphy (center) and Joseph Cagney uncover vial of marijuana seeds from "smuggler"—impersonated by Fred Hubert, of the U. S. Department of Agriculture office at the airport.



After successfully completing a 48-hour seminar on crime scene and surveillance photography at Rochester, N.Y., Sgt. Peter E. Craig, III, of the Washington National FAA Airport Police receives certificate from Luther M. Dey, Kodak law enforcement consultant. Sgt. Craig learned latest uses of photography in combating crime.

*Photo courtesy Eastman Kodak*



# *At DCA and IAD, Travel*

# FAA Airp

**By Thom Hook**

One freezing January night, during the 1966 blizzard that swept the Washington area, FAA Officers Philip A. Hourihan and Henry H. Williams were patrolling the Dulles access road when their spotlight suddenly swept over an unusually-dense snowdrift in a ditch beside the road.

"It could be a car!" Hourihan said. The two officers dug down through the deep snow and found that an automobile was, indeed, buried beneath it. Huddled inside the automobile were three small, shivering children and their frantic mother. The officers promptly brought them to safety. The Dulles terminal building was eight miles away and, had it not been for the sharp eyes of the FAA officers, this story might well have had a tragic ending.

Though such incidents are highly unusual, they illustrate one facet of the heavy responsibility shouldered by the 95 officers who man the police force at the two FAA-operated airports serving Washington. In their day-to-day rounds, FAA officers have assisted in countless less-dramatic situations: an invalid needing special assistance, for example, a G.I. stranded without money, a lost child, a passenger suddenly taken ill.

"These FAA officers are charged with the responsibility for the safety of the more than 12 million passengers flowing through Washington National (DCA) and Dulles International (IAD) each year," said Arven H. Saunders, Director of the Bureau of National Capital Airports (BNCA). "Their concern extends also to the many millions of persons who visit these airports to see travelers off or to greet them on arrival. The safety and security of the many thousands of airline and airport employees and the security of airport property and aircraft are also part of their jobs."

**Heavy Responsibilities**

Heavy surface traffic funneling into and out of the two airports creates special traffic problems for FAA officers. Some 50,000 vehicles use roadways at Washington National daily and about 25 cars have to be impounded each week. The 14-mile-long Dulles access road also is heavily travelled. It is exclusively an FAA responsibility and must be patrolled regularly to insure that drivers are keeping within the 65 mile per hour speed limit and otherwise obeying the law.

Because Dulles is a port-of-entry from Europe, FAA police there stand ready to work with officers of the U. S. Customs, Bureau of Narcotics, Department of Agriculture and other Federal agencies to assure compliance with U. S. laws.

Although apprehension of criminals is not the major duty of FAA officers, they must keep informed on wanted criminals and be prepared to arrest them if they are spotted on airport premises.

*, Travelers Safety Begins With...*

# AA's irport Police

*Photos by Charles H. Ritter*

Police headquarters at Washington National on the lower level of the main terminal is the airport focal point of law and order enforcement. Officers at work are (from left): Charles F. Brown, Charles J. Kiefer and Allan C. Wiggins.

Traffic at Washington National peaks at the end of the day, with 50,000 operations daily requiring deft traffic control. Police Officer Lester Williams makes certain a woman and her baby cross from parking spot to the terminal safely.

Besides maintaining law and order, FAA officers take part in numerous "errands of mercy," including responding to first aid calls, driving ambulances and providing assistance to passengers and others in distress.

Washington National has a police force of 51 officers. Dulles has 44. Most of these men have had military experience, including experience in military law enforcement.

"They take a strictly professional approach toward their jobs," Saunders said. "Many of them have embarked on training programs and self-improvement courses to achieve maximum effectiveness in their work."

An example of FAA police officers who have applied themselves to the task of enlarging their grasp of law enforcement is 33-year-old Sgt. Peter E. Craig, III, who recently completed a 48-hour seminar on "Crime Scene and Surveillance Photography." As a result of this course, conducted at Eastman Kodak's headquarters in Rochester, N.Y., Officer Craig feels he is now able to use a camera more effectively in recording evidence in cases requiring police attention at Washington National Airport.

### Officers Complete Course

Among police officers who recently completed a two-day course on "Narcotics and Dangerous Drugs" at Northern Virginia Community College were Paul J. Farnham, Robert J. Lawler, Herbert C. Nunley and Douglas Dennison—all from the Dulles force.

Through such training courses and through a study of law enforcement literature, officers at both airports are striving to keep in touch with fast-changing developments and procedures in the law enforcement field.

Formal police training is the same for both Washington National and Dulles. Sgt. Clarence F. Huey, Jr., who is in charge of police training at Dulles, says recruits receive 150 hours of classroom training. They are also given five hours on the pistol range and, in the course of their training, view about ten motion pictures on police work, having a total running time of about seven hours.

As one FAA police recruit put it, "We find very little time for reading the Police Gazette."

Washington National's police force is headed by Police Chief Michael D. Benarick. Others with supervisory roles on the force are Capt. Frederick T. Goode and Sergeants Howard J. Howell, Peter Craig, John Cox, Elmer Kane, John Zalovick and Robert Graves.

The chief of the force at Dulles is James P. Dillon. Other key officers are Capt. Philip A. Hourihan and Sergeants Clarence F. Huey, Frank R. Hupp, Frank F. Blessington, Wilbur Payne, Ernest F. Lipscomb and Herbert E. Sperry.

A youngster brought to Washington National Airport by the woman at left to see the airplanes from the observation platform found it closed due to recent rains. Officer Allan C. Wiggins placed a telephone call and arranged for platform to be opened again.

Manning Washington National's police communications control, Officer Allan C. Wiggins broadcasts to a radio patrol car. Telephone at left is emergency line on master system; other one is used by FAA officials to call police direct in emergencies when other telephones are tied-up.

Maintenance of law and order at Dulles International Airport is under jurisdiction of (from left): Police Chief James P. Dillon, Airport Manager R. Dan Mahaney and Chief of Operations and Safety Dexter B. Davis.

Looking over a special tranquilizing dart-shooting capture rifle for controlling wild animals that might stray onto Washington National runways are Sgt. Peter E. Craig, III and Operations Officers Wesley Robertson (left) and James F. Kastner. Behind is a giant dog-catching net.

# L.A. Maintenance Base Earns Regional Honors

LOS ANGELES—The Aircraft Maintenance Base here was selected regional winner of the Flight Standards Service outstanding field office competition for the past year.

The 56-man FAA Aircraft Maintenance Base was chosen over 15 other FAA Western Region field offices for its outstanding contributions to safety, quality production, employee relations and economy of operations.

It is noteworthy that the AMB provided outstanding leadership in equal employment opportunity as well as flight standards career development opportunities. The facility has a continuing program for qualifying aircraft mechanics and electronics personnel via "cross-pollination" into other flight standards fields offices responsible for regulatory functions.

Likewise, the base's ingenuity in achieving economy of operations resulted in cost avoidance savings of $28,000 in services, equipment and employee suggestions. An additional direct "hard" savings of $5,700 was realized through manpower planning and utilization of technicians on a time-available, reimbursable basis with the U. S. Forest Service.

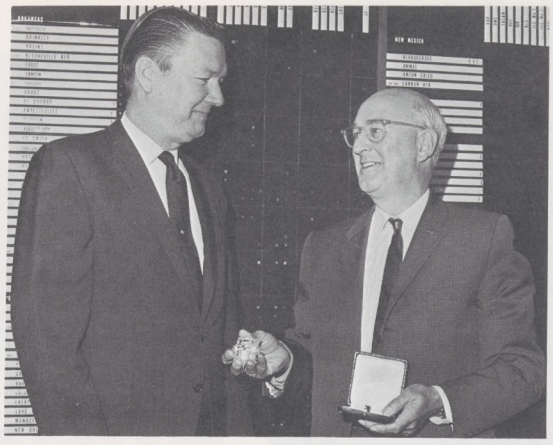
The FAA Filght Standards Service is charged with the responsibility for original and recurring licensing of aircraft and for certification of airmen (pilots, mechanics, flight and ground instructors, etc.) The service is responsible also for the surveillance of airline and general aviation (non-airline and non-military) operations.

Primary functions of the Los Angeles Maintenance Base is overall maintenance of a fleet of ten FAA aircraft based throughout the nine-state Western Region. They also provide aircraft maintenance service to other government agencies employing aircraft in their operations. There are 56 mechanics and electronics technicians based at the Imperial Highway hangar.

The Los Angeles Maintenance Base, under the leadership of Ralph Prey, won in a tight finish over two other Regional finalists—the San Francisco Air Carrier District Office and the Phoenix General Aviation District Office. The Maintenance Base lost out in finals to the Springfield, Ill. GADO.

**Outstanding Field Office**

**A plaque and best wishes from Western Region Director Arvin O. Basnight (right) are accepted by Ralph Prey, Chief of the outstanding field office after competing and leading 15 other offices. Prey's top performers comprise the Los Angeles Maintenance Base.**



**Service to Spain**

**Henry L. Newman (right), Southwest Region Director, tells Glen W. Bridge the citation and medal Bridge is about to receive are attractive reminders of his service to the Spanish Air Ministry. Bridge spent 4½ years in Spain and was cited for his work as principal adviser for the installation, operation and maintenance of radar in Spain's airway system.**

# Bridge, Vroman Decorated For Technical Aid to Spain

FORT WORTH—For his assistance in establishing radar in Spain's airway system, electronics engineer Glen W. Bridge has been awarded the Cross of the Order of Aeronautical Merit with White Badge. The presentation, on behalf of the Spanish Air Ministry, was made by Henry L. Newman, Southwest Region Director.

Bridge returned from Spain last summer after four years with a small team of technicians who worked in Spain's airway-airports system. He was a principal adviser for installation, operation and maintenance of radar in the system.

Bridge went to Spain at the time radar was being introduced there and assisted the Spanish government in the development of a program for staffing, logistics and siting. He was principal adviser during installation of radar sites at Madrid and Barcelona, both of which are now completed. Two other sites have been selected and a fifth is yet to be decided upon.

An FAA employee since 1959, Bridge has extensive Federal service as a civilian worker with the Navy.

He speaks Spanish fluently.

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LOS ANGELES—A 32-year veteran employee of the FAA and its predecessor agencies, the CAA and the Department of Commerce, Ralph J. Vroman, is again working in the Western Region after a four-year tour of duty in Spain. Recently he was presented the Cross of the Order of Aeronautical Merit by Spain for his services.

While on his assignment in Spain, Vroman worked with the Spanish Air Ministry in the installation of terminal radar at Madrid, Barcelona and Palma de Mallorca. Additionally, he served on a committee which integrated the first Spanish air defense command radar and civil radar. His team developed air traffic routes and procedures for the Canary Islands.

**Also Honored**

**For his services as a member of the National Aviation Advisory Section in Spain, Air Traffic Division Project Officer Ralph Vroman also recently received the Order of Aeronautical Merit from the Spanish Government.**

# New TRACON Hub Is Urged To Serve Los Angeles Area

LOS ANGELES—Following a comprehensive study of IFR traffic flow patterns in the Los Angeles basin, a special Western Region task force recently recommended establishment of a common Terminal Radar Approach Control facility (TRACON) for the Greater Los Angeles area.

In arriving at the recommendation, the ten-member task force held 19 formal meetings over a 35-day period.

Task force members, representing all FAA air traffic control facilities in the Los Angeles area, made a comprehensive study of procedures at each of the facilities as a means of determining the manner in which individual facility operations could be blended into a common TRACON.

As part of its deliberations, the task force conducted an exhaustive analysis of IFR traffic throughout the Los Angeles basin.

Following completion of the study, each task force member was given special recognition for what the Western Region considered to be an outstanding group achievement. Types of recognition conferred, appropriate to each member's participation, included letters of commendation and Special Achievement Awards.

**Task Force**

**Members of a task force that completed 19 formal meetings aimed at blending individual facility operations into a common TRACON are (left to right), front row: F. Parry Schriver, Acting Air Traffic Division Chief; Richard Newman, March RAPCON; Stu Hayter, Air Traffic Division; John Hilton, Acting Regional Director; Dan Mapes, Los Angeles TRACON; Phil Swalberg, Los Angeles ARTCC. In second row (from left) are: Norm Carp and Richard Gicking of Long Beach Tower; Leo Rivard, El Toro RATCC; Frank Scollick, Los Angeles Tower/TRACON; and George Slade, Burbank Tower.**

# REPORTS and PAPERS

Unless noted otherwise, the source for the reports and papers listed is TAD-484.3.

*Evaluation of Taxiway Guidance Signs,* Gates, Robert F. and Cecil B. Phillips. Technical Interim Report NA-70-9 (RD-69-60) prepared for SRDS by NAFEC, Jan. 1970.

*Development and Test of Variable-Aperture Waveguide Antenna Array for Glide-Slope System,* Kundzins, Girt C. Contract Final Report RD-69-61 prepared for SRDS by AIL, a division of Cutler-Hammer, Deer Park, N.Y., July 1969.

*Analysis of a Precision Omnirange System,* Annese, Jerald F., Joseph M. Gutwein and Elie J. Baghdady. Contract Final Report RD-69-59 prepared for SRDS by ADCOM, Inc., Miami, Aug. 1969.

*Evaluation of United States Air Force Portable Airfield Lighting System,* Gates, Robert F. Final Report NA-69-33 prepared for the Air Force by NAFEC, Aug. 1969.

*V/STOL Microwave Approach & Landing System,* Stein, Albert J. Technical paper presented at the Aerospace Electronics Symposium, Canadian Aeronautics and Space Institute, Ottawa, Mar. 19-20, 1970. Source: RD-52.

*Test and Evaluate Dual Diverstiy for Airport Surveillance Radars (ASR),* Offi, Domenick L., Report NA-69-50, (RD-69-56), NAFEC, Dec. 1969.

*Low-cost Navaids for Low-Density Airports,* Glassco, Paul B. Technical paper presented at the National Business Aircraft Meeting, Society of Automotive Engineers (SAE), Wichita, Mar. 18-20, 1970. Source: RD-52.

*Effect of Ground Crash Fire on Aircraft Fuselage Integrity,* George B. Geyer, Project Engineer, Interim Report NA-69-37 (RD-69-46), Dec. 1969.

*Experimentation and Evaluation of Improved Stall Warning Equipment,* Robert J. Ontiveros, Project Engineer, Final Report NA-69-35 (DS-69-15), Dec. 1969.

*Accelerated Testing of General Aviation Engine Exhaust Systems,* Gerald Slusher, Project Engineer, Final Report NA-70-23 (DS-70-2), Feb. 1970.

*Modern Surveillance of Aircraft Integrity,* Dougherty, James E. Presented at the Fifth Annual Aviation Maintenance Symposium, Oklahoma City, Dec. 1969. Source: FS-300.

*FAA Views of the Role of Non-Destructive Testing in Aircraft Inspections,* Musgrove, Frank W. Presented at the ATA Non-Destructive Testing Subcommittee Meeting, Minneapolis, Oct. 1969. Source: FS-300.

*An Evaluation of the VOR/DME Omnitrac 1A Area Navigation System,* Dinerman, Bernhart V. Final Report NA-69-29 (RD-69-30) prepared for SRDS by NAFEC, June 1969.

*Evaluation of Area Navigation in the Northeast Corridor,* Dinerman, Bernhart, V. Final Report NA-70-3 (RD-69-53) prepared for SRDS by NAFEC, Jan. 1970.

# 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: The Associate Administrator for Manpower, Direct Line, FAA, 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: Does a non-supervisory Flight Inspector, GS-12 or higher, have a choice between true time-and-one-half and compensatory time under the provisions of Order 3550.7?

**Answer: No. The true time-and-one-half law changed only the amount of money paid to an employee compensated in salary. Management may still grant compensatory time in lieu of money. See PTP 3550.11, Chapter 2, for a full discussion of compensatory time vs. overtime.**

Question: Is resident training at the FAA Academy mandatory for Flight Standards employees?

**Answer: In many Flight Standards specialties, it is mandatory for employees to take job function indoctrination training prior to being considered qualified to perform at the journeyman level. Certain recurrent and standardization flight training programs are required for maintenance of desired flight proficiency. Most indoctrination training as well as flight recurrent/standardization training is conducted at the FAA Academy.**

Question: The region in which I work is in the process of combining many small Airway Facilities sectors into a few large sectors. What benefits does the agency expect from this consolidation?

**Answer: Large Airway Facilities sectors are designed to increase the overall effectiveness and efficiency of important field responsibilities such as maintenance, personnel training and administrative workload. For example, a large sector is substantially self-supporting in employee skills, thus making it self-relieving for training purposes. With more qualified personnel on board, a more flexible telephone availability list can be set up, reducing restrictions on individual technicians. Also, positions, grades, test and working equipment requirements will be more uniform and maintenance personnel can be relieved of non-technical duties to devote more time to primary duties. Larger sectors strengthen maintenance capability for P&S (Environmental Support). Budget control can be better coordinated and overhead costs per unit can be reduced. All in all, larger sectors add up to a better operation.**

Question: The following statement appears in the Sept. 29, 1969, "Direct Line": "It is part of the job requirements for a Systems Maintenance technician under certain conditions to be on telephone availability status." What is the complete FAA definition of "under certain condition?" What order or other official publication contains this definition?

**Answer: Order 6030.31 "Restoration of Operational Facilities" defines "certain conditions." Specifically, the regions identify operational requirements placed upon each facility based on input from the Air Traffic, Airway Facilities and Flight Standards, as well as from the aviation community. Then, a level of restoration is assigned in accordance with Order 6030.31. In this manner, standard procedures are established for starting restoration activities within a predetermined time to meet operational requirements in the event of facility failure. Sector chiefs are directly responsible for assuring that these restoration activities are properly implemented. The chiefs carry out this assigned responsibility by employing and scheduling the services of technicians on duty, or arranging their availability for emergency service when off duty. Technicians have responded to this responsibility in an effective and commendable manner. Order 6030.31 permits technicians to "swap off" telephone availability schedules among themselves to minimize restrictions during off duty hours. The paramount requirement still remains to provide facility performance and integrity to meet predetermined operational requirements.**

## Newman

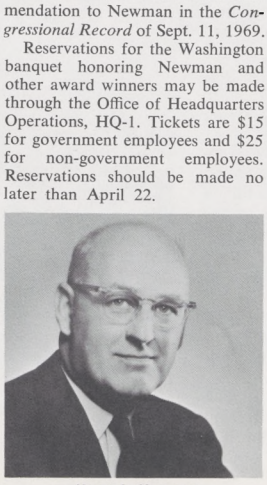
(Continued from page 1)

He holds a commercial pilot's rating.

Newman's early employment with the Bureau of Indian Affairs ended when he left to serve in World War II. He was trained by the Royal Air Force and certified as a control tower operator. He served as a tower operator for the Fourth Fighter Group in England for 18 months. Upon his return after more than three years of military service, he transferred to the CAA in Washington as a budget analyst. His FAA progress includes serving as Deputy Administrator in Alaska, Assistant Regional Administrator in the Eastern Region and Deputy Director of the Central Region. This June will mark five years as Southwest Region Director.

Congressman Graham Purcell of Texas 13th District inserted a commendation to Newman in the *Congressional Record* of Sept. 11, 1969.

Reservations for the Washington banquet honoring Newman and other award winners may be made through the Office of Headquarters Operations, HQ-1. Tickets are $15 for government employees and $25 for non-government employees. Reservations should be made no later than April 22.



Henry L. Newman

## Smith

(Continued from Page 1)

efficient manner for the ever greater demands the growth of aviation will place on the FAA.

"The resources which will be made available through this legislation will put us in a position to take full advantage of the technology now available to us," he said. "It will give us the machinery to do the job."

Smith said the growth rate in the air cargo, air carrier and general aviation fields was "so rapid that it would have been difficult to predict it with any degree of accuracy."

### Broad Background

The new Deputy Administrator has had a broad background of experience in aviation dating back to 1939. Since then he has been associated with Consolidated Aircraft Corporation, Consolidated Vultee Aircraft Corporation, Convair and General Dynamics, where his last position held was that of vice president, program and development.

From 1962 to 1964, he was vice president and general manager of the Aero Commander Division of North American Rockwell Corporation. In 1966, he became president of Management Enterprises, an aircraft industry management consulting firm in Oklahoma City. Since 1967, and prior to accepting his new position, he was president and chief executive officer of Windecker Research Inc., in Midland, Tex.

## Propeller Device Provides Gauge Of Metal Fatigue

WICHITA, Kans.—New equipment is enabling FAA engineers to study propeller fatigue in flight.

Mounted on the propeller hub, the equipment acquires and transmits vibrations from stress gauges located along the blades. These readings are taped on a recorder in the plane's baggage compartment.

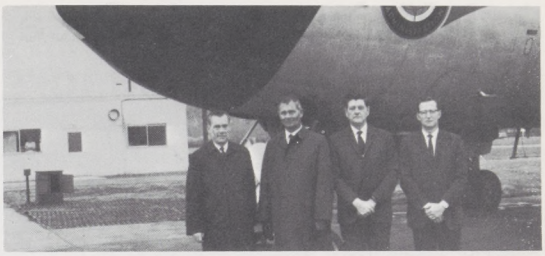
"The new equipment makes flight testing possible during inclement weather and at altitudes up to and including the service ceiling of an airplane, something that conventional slip ring and brush devices cannot do," said Project Engineer Marvin J. Walker. He termed the system "a significant advance in propeller stress measurements."

### Real Need Seen

"Because of the increasing use of metal propellers subject to fatigue failures, there is a real need for the new system," Walker told a recent national business aircraft meeting of the Society of Automotive Engineers here.

The system was developed for FAA by Hamilton Standard Div. of United Aircraft Corp. and has been tested since last July under Walker's direction at NAFEC near Atlantic City, N. J. One engine-propeller combination has already been flight tested using the new equipment.

A computer program is under development at NAFEC so that data on propeller strains can be processed more rapidly. The equipment permits telemetering data to ground stations, and FAA is looking into that possibility, according to Walker.



### Rescuers

**A hearty "well done!" went out from both the FAA and the military to Stanley M. Sherwen (second from right), pilot of a flight inspection Convair, and members of his crew who helped rescue two Air Force pilots in Turkey. Others in crew are (from left) William E. Rogers, Robert J. Julian, Sherwen, and John Arnott.**

# FAAers Play Key Role In Rescue of 2 Airmen

BRUSSELS, Belgium—Both the agency and the military sent commendations to the crew of a Frankfurt-based FAA flight inspection Convair which recently played a key role in the rescue of two Air Force pilots.

The four FAA crewmen interrupted a flight inspection tour in Turkey to take part in the search for the two airmen who ejected from a F4-E jet fighter when it developed trouble during a routine mission.

By using electronic equipment aboard the Convair, the FAA crew was able to pinpoint the location of the missing airmen who were picked up by an Air Force helicopter shortly afterward.

Receiving kudos for their role in the operation were: Stanley M. Sherwen, pilot of the Convair; Robert J. Julian, the copilot; and Electronics Technicians William E. Rogers and John G. Arnott.

The two Air Force pilots ejected 30 miles north of Incirlik Air Base in Turkey when their F4-E jet developed engine trouble shortly after takeoff. They parachuted into a steep canyon surrounded by rugged, mountainous wilderness.

Because darkness was approaching, the Air Force was unable to begin rescue efforts until early the following morning. The FAA Convair crew was asked to participate in the effort because of the sophisticated electronic gear available aboard.

"We readily agreed to help out," Sherwen said. "We took off before sunrise after a thorough briefing. Aboard with us were the flight leader and several squadron personnel to act as spotters.

"One of the downed pilots had a 'beeper' device and we quickly homed in on it. We used DF (direction finding) equipment to pinpoint the location, and as we passed over the area the downed pilot fired a flare. We promptly directed a helicopter to the spot. The airman was picked up a few minutes later.

### No 'Beeper'

"The second pilot had no 'beeper' and no flares. However, after about a half-dozen sweeps up and down the canyon, we spotted him on a little razorback ridge about two miles up the canyon from where his buddy had landed. The helicopter picked up the second man in short order.

"With the rescue mission completed, we returned to base to resume our routine flight inspection mission."

Back at Incirlik, the rescued pilots lost no time in personally thanking the FAA crew for the "assist."

One of the pilots told Sherwen: "Boy, that FAA Convair sure looked beautiful!"

Warm appreciation for the "outstanding support" provided by the FAA crew was expressed to FAA by Col. William Y. Brown of the Air Force's Tuslog Detachment.

"Use of FAA's instrumented aircraft made possible the prompt, accurate location of the downed crew members and expedited their recovery," Colonel Brown said.

Raymond B. Maloy, Assistant Administrator for the Europe, Africa and Middle East Region, sent letters of commendation to each of the four men, congratulating each for the assistance given the military. Maloy commended each crewman for "the harmonious relationship you have established with USAFE and the fine job you are doing. Keep up the good work."

## Review

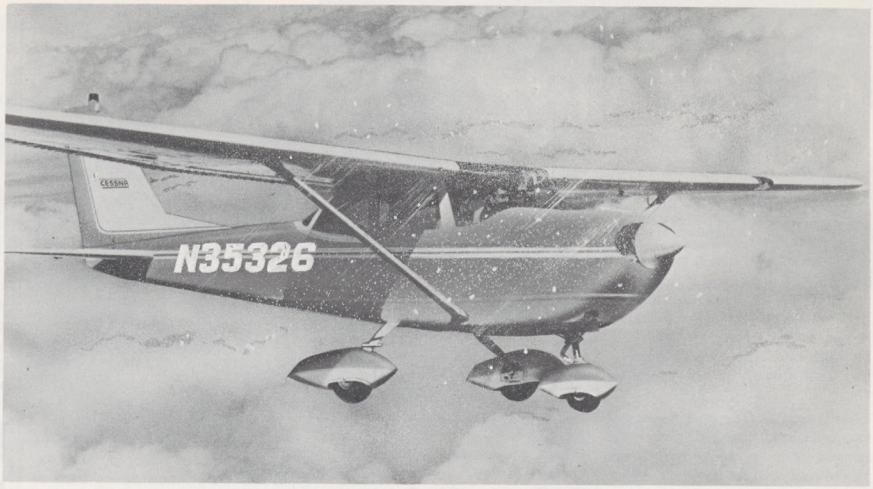
(Continued from Page 1)

topics are scheduled, with individual sessions covering major issues relating to requirements, objectives, criteria, priorities and plans for developing the system for the next ten years. Key participants from the aviation public will include representatives from manufacturing concerns, research organizations, general aviation, the airlines and air transport and other users of the system.

A key subject for discussion will be that of "Environmental Quality," to begin at 8:30 a.m. Thursday, Apr. 16. Dr. John O. Powers, FAA Office of Noise Abatement, will give a summary of FAA policy and plans. A panel of eight aviation spokesmen will discuss whether additional operational procedures and economic tradeoffs are available to increase acceptance of noise and smoke emission problems. The session also will explore to what extent the problem can be resolved with minimum regulation and whether public relations actions are being emphasized sufficiently.

Simultaneous sessions will be limited to three at any one time. This will permit the representatives to attend more meetings. The conference aims to provide a voice for the users who are going to support the system.

DF steers were radioed to the harried couple caught over cloud tops in a thunderstorm by Huntington FSS Specialist Richard G. Mebus (foreground) and Robert McKinney.




The pilot, rated to fly VFR, and his fiancee found their aircraft completely engulfed by clouds, in a thunderstorm's violent turbulence. They were tossed about like a leaf until FAA air traffic specialists guided them to safety.

*Cleveland Center and Huntington, W.Va., FSS Coordinate in . . .*

# The Huntington Save

**By Lewis Gelfan**

To the daring young man with the flying machine and romantic ideas, plans for a cross-country honeymoon presented no problems.

From the engaged couple's hometown airport at Florence, S. C., to Fort Wayne, Ind., where the parson and wedding party were waiting, was only 558 miles—a four-to-five hour hop in the groom's Cessna 172. It was an even shorter flight from there on to Niagara Falls. But the young couple's romantic flight became a long, near-nightmare because thunderstorms and violent turbulence suddenly obstructed their path to the altar.

The young man from South Carolina, who was in a hurry to get married, and his bride-to-be took off one morning from Florence, S. C., en route to Fort Wayne, the site of the impending nuptials. In his understandable haste, the bridegroom-to-be neglected to file a flight plan. Now, at 2:36 p.m. local time, the Huntington, W.Va., flight service station received a radio call from Cessna N35326.

### Weather Report Sought

The plane's non-instrument-rated pilot was calling to check on Fort Wayne's weather. He was told that Fort Wayne was reporting clear conditions with unrestricted visibility. However, the Huntington FSS cautioned that forecasts called for scattered thunderstorms and possible pre-frontal conditions west and north of Huntington, directly across the pilot's intended flight path. However, with the incurable optimism of a young man in love, the honeymoon pilot elected to climb over the weather and continue his northwesterly course to the altar.

Twenty minutes later, he contacted Huntington FSS again. Now, he was experiencing the predicted weather deterioration. Clouds were beginning to close in on all sides. He tried to climb over them, but couldn't find a "hole" overhead. He realized that he needed air traffic control assistance—and asked for it.

Personnel at the Huntington FSS and Cleveland Center used direction finding equipment and radar to establish the plane's position. The aircraft was near York, Ohio, about 60 miles northwest of Huntington. The pilot was advised that a heavy cloud buildup between the York VOR and Huntington's Tri-State Airport was showing up on the center's radar, indicating solid IFR conditions all the way. However, the young pilot decided to continue toward his destination.

At 3:15 p.m., the pilot again radioed. He said he was completely engulfed in clouds. Even worse, he was experiencing violent turbulence and was being buffeted by a severe thunderstorm. In desperation, he climbed to 13,000 feet but was unable to break out of the "soup." He finally gave up trying to climb above the weather—a course that seemed hopeless. Again, the FAA was able to fix the pilot's position; he was over Portsmouth, Ohio.

At this point, Huntington's Tri-State Airport reported 7,000 feet overcast and a broken 4,000-foot ceiling. The Huntington FSS decided it had no alternative but to descend the Cessna inbound to Huntington Airport on DF steers and endeavor to guide the plane down through the cloud cover to a VFR landing.

### A Quarter-Hour to Remember

To the occupants of the "honeymoon special," the next 15 minutes seemed like 15 hours. Savage turbulence tossed the light craft about like a leaf in a windstorm. The thunderstorm's violence threatened to wrench the wheel from the pilot's grip or pitch the plane on its back. Turbulence seemed about to tear the aircraft apart. Updrafts and downdrafts compounded control problems induced by loss of visual reference.

Instead of giving way to panic, the bride and groom-to-be teamed up with admirable fortitude. The young lady took over radio transmissions while her fiance struggled with the controls. Though she was totally unfamiliar with the instrument panel and unable to change radio frequencies, she managed to relay information from the FSS specialists and to report the plane's heading and altitude.

Her supporting role as a radio operator was sorely needed by her husband-to-be. His hands were full trying to keep the aircraft under control and to keep it descending in response to FSS direction.

The pilot couldn't take his hands off the wheel, even momentarily, for fear of losing control. Freezing rain and ice particles blasted into the cockpit through an air vent, further obscuring his vision. His fiancee couldn't reach the vent from her seat, so she kept brushing away the ice as best she could. Control surfaces iced up, adding to the pilot's ordeal; at times he was unable to force the wheel past the neutral position.

Gradually, minute by minute, the calm, steadying voices of FAA specialists guided the pilot lower and closer to the airport. Fortunately, the terrain below was fairly level. Because of the emergency, an airspace reservation from 7,500 feet on down to the airport was effected through coordination between the Cleveland Center and Huntington Tower.

At 3:36 p.m., the excited, feminine voice on Cessna N35326's radio reported the ground in sight some seven miles northeast of the airport.

Three minutes later, the aircraft made an erratic landing at Huntington's Tri-State Airport, blowing a tire in the process. The weary but thankful young couple emerged from the cockpit, counting their blessings as they stood on solid ground.

### Learned the Hard Way

The eve of one's wedding is hardly the time to learn the intricacies of instrument flying but, in the opinion of the FAA specialists, the bride and groom-to-be did a remarkable job of controlling the plane under conditions that could have led to disaster.

Though postponed somewhat by the unscheduled landing en route, their nuptials took place shortly afterward, and 11 days later the Huntington FSS received a postcard from the honeymooners, postmarked Niagara Falls.

It stated simply: "Because of you, we are able to be enjoying our honeymoon here. Thanks again for everything."

Of all the reasons a non-IFR pilot can give for failing to turn back when a thunderstorm lies ahead, an impending nuptial is perhaps the most compelling. However, one happy South Carolina pair realized in time that such youthful heedlessness could have ended their life together before it really started. Now they are fully aware that "couples who expect to fly through life together had better respect the weather."

The long, paved runway at Tri-State Airport, Huntington, W.Va., was a welcome sight to the couple after the icy flight in a sudden summer thunderstorm. FAA personnel from Cleveland ARTC Center coordinated with the Huntington FSS to bring Cessna N35326 to this fair haven.


After their unexpectedly turbulent flight on the way to the altar, Mr. and Mrs. Sam Williams are now happily setting up their home in Johnsonville, S.C. They thanked the Huntington, W.Va. FSS for guiding them to a safe landing after being engulfed in clouds, hail and heavy turbulence—a terrifying recent experience.