



Alvarez Selected To Head CR Staff In Los Angeles

LOS ANGELES—A former Equal Employment Opportunity Specialist in the region's Compliance and Security Division, Joseph A. P. Alvarez has been named the Western Region's first Civil Rights Officer.

Alvarez started with the agency as a GS-3 clerk in 1958, rising through the ranks to his present GS-14 position. Besides serving as an EEO specialist, he formerly worked as a personnel staffing and employee relations specialist at Western Region Headquarters and in the Denver Area Office.



Joseph A. P. Alvarez

Alvarez attended the Middle Management Institute at the University of Southern California and is currently attending Los Angeles Harbor College, where he is majoring in political science.

He is active in the Greater Los Angeles Federal Equal Opportunity Council and is currently serving a second term as director of that organization. Honors he has received include the Arion Foundation Award for Music, a journalism award and the Colorado State College Association Students Scholarship.



Tour of NAFEC

The air traffic simulation facilities and systems laboratory as well as aircraft safety project areas were visited by Secretary of Transportation John A. Volpe during a recent tour of NAFEC. Members of group shown are (left to right) James H. Mollenauer, FAA Deputy Associate Administrator for Development; Secretary Volpe; Raymond H. Ratzlaff, Chief of NAFEC's Simulation Facilities; Coast Guard Lt. Cdr. Robert S. Tuneski, the Secretary's military aide; and NAFEC Director Jack G. Webb.

Anchorage Blood Donor List Headed by FAA Employees

ANCHORAGE—This city's two outstanding blood donors are both FAAers.

They are Mrs. Earl Trejbal and Thomas Neville, both employees of the Airway Facilities Division. Mrs. Trejbal, a statistical assistant, has donated 17 pints of blood since 1963. During the same period Neville donated 26 pints. This is the second year Neville was named a "top donor" in Anchorage. From 1963 through 1968, he donated 21

pints of blood to the Anchorage blood bank.

Neville is Chief of the Plant Unit Sector in Airway Facilities.

Mrs. Trejbal, who has a moderately rare type of blood—O-Negative—is on a "call-as-needed" basis with the local blood bank.

"It's very satisfying to be able to help someone," she said. "My most recent donation was for a newborn baby."

She said she began giving blood 23 years ago following an operation in which she needed a transfusion and was told that the hospital experienced difficulty in obtaining her type of blood.

She and her husband, Earl, moved to Alaska in 1957. Trejbal also worked for the FAA as chief of the Plant Section for the Anchorage Area until his retirement in October. The Trejbals will soon leave Alaska to live in Idaho.

"I hope there will be a blood bank near Sagle, Idaho where we are making our new home," Mrs. Trejbal said. "I want to continue to donate if there's a need."

Neville said he began giving blood in 1963 when his wife was operated on and required a transfusion.

"I started donating blood to replace the three units my wife required," he said. "Betty Karalunas, then the only woman working at the blood bank, sold me on becoming a voluntary donor. She explained the pressing need and the shortage of donors. Giving blood never bothered me after that, and I feel it's a good way of helping another human being."

GADO at Springfield Is Top FS Field Office

WASHINGTON—The Springfield, Ill., General Aviation District Office has been named the national winner of the Flight Standards Field Office of the Year award for 1969. The selection was announced by James F. Rudolph, Flight Standards Service Director.

Fifteen Students Rescued by FAAers

ATLANTA—Three FAAers helped save 15 college students who were thrown into the waters of a lake when their boat struck a submerged stump and capsized about a half mile from shore.

The 15 students, all from Georgia Southern College, were rescued at night from the waters of Lake Walter George near Fort Gaines, Ga. Credited with saving them are Karl Trautman, Atlanta Center controller; Harry Gillen, Southern Region Air Traffic Lease Project Officer; Jepp B. Suderth, a retired flight service specialist; and W. David Smith, a friend of the three FAAers.

Trautman and his three friends were on a weekend fishing trip and were relaxing around their trailer after dark when they heard shouts for help out on the water.

Gillen drove his car to the lake's shoreline and turned the headlights out over the water while Trautman and Smith commandeered a motorboat and headed toward the voices. At the center of the lake, they came upon 15 students treading water near their capsized boat.

In orderly fashion, Trautman and Smith helped seven very wet and cold young ladies into the motorboat and brought them to shore.

They returned twice more to bring in the remaining students—eight young men. All of the drenched students were hurried into the trailer, wrapped in blankets and given hot chocolate.

The students had been returning from a day-long Saturday outing on a small island in the lake when the accident occurred.

Based on Performance

Selection of the national winner was based on overall operational performance with particular emphasis on results achieved which contribute to improved aviation safety. Other factors considered included work quality significantly above average, increased productivity, efficiency, economy of operation, improvements in service to the public and acts or services materially affecting successful accomplishment of the Flight Standards safety programs.

"The Springfield GADO was cited for its outstanding performance during the past year as exemplified by its superior accomplishment of the General Aviation Accident Prevention Program," Rudolph said. "Those accomplishments resulted in significant improvements in aviation safety and service to the public."

The Springfield GADO staff is
(Continued on Page 7)



FAAers Top Donors

Forty-three pints of blood since 1963—that's the record of these Alaskan Region Airway Facilities Division employees, Thomas Neville and Mrs. Earl (Dorothy) Trejbal. They were named Anchorage's outstanding blood donors.



Royal Visitor

Prince Charles of England, who is the Prince of Wales and heir apparent to the British throne, is briefed on operations at the New York Common IFR Room by Facility Chief Louis Leon. Michael Mitsakos (right), the facility's planning and procedures officer, looks on. Prince Charles was between planes while en route to Los Angeles. The Prince is a private pilot.



Attendees at recent ATCS recruiting seminar in Chicago were (first row, left to right): Dick Mack, O'Hare Tower; Walt Kaestner and Bill Gilligan, Indianapolis Center; Connie Hooks, Personnel Staffing Specialist, Chicago Area Office; Susan Pell and Homer Britton, Chicago Center. Second row: Joe Wujcik, Chief, Employment Branch, Central Region; Dennis Andrae, Milwaukee FSS; Harald Bach and Dick Wheaton, Detroit Metro Tower; George Harrell, Chicago Center; Pat Jaworski, Detroit Metro Tower; Ronald Huffman, O'Hare Tower; and Bob Williams, Indianapolis Center. Third row: John Ekegren, Milwaukee Tower; Bob Moore, Detroit Metro Tower; M. E. Pingel, Jackson Tower; Dale Girls, Chicago Center; Warren Weber, O'Hare Tower and Tom Jones, Detroit Metro Tower. Last row: Ed Vorrier, Chicago Air Traffic Branch; Ross Worthy, Chicago Midway Tower; Lauren Sproston, Palwaukee Tower; Howard West, Chicago Center; David Firth, DuPage Tower; Winchester Davis, Personnel Staffing Specialist, Chicago; Frank Bussing, Central Region Personnel Staff; and Dennis Jones, Chicago Area Personnel Staff.

Planned Recruiting Pays Off

"Beating the bushes with excellent results," is how Chicago Area Manager Paul E. Cannom and Central Region Personnel and Training Chief Erick E. Erickson sum up the newly-reorganized air traffic controller recruiting campaign in the Chicago Area.

With the cooperation of the Eastern Region and the Cleveland and Minneapolis Area Offices, recruiters have crossed boundary lines into populated areas surrounding the Chicago Area. The results have been gratifying and reflect the hard work and extra effort put forth by recruiting team members to answer a most pressing need—the hiring of additional air traffic controllers.

The Chicago effort is concentrated around four teams and a massive radio, television and newspaper campaign aimed at making the public aware of the excellent career opportunities available within the agency. The four teams operate from different locations: the Indianapolis and Chicago Centers, Detroit Metro ATC Tower and the Chicago Area Office. Each team is headed by a captain experienced in recruiting. The Indianapolis team captain is Walt Kaestner, Evaluation and Proficiency Development Officer, Indianapolis Center. The Chicago Center's team is headed by Dale Girls, Evaluation and Proficiency Development Officer. In Detroit, Tom Jones, Assistant Chief, Detroit Metro Tower, is in charge. The Chicago Area team is headed by Winchester Davis, Personnel Staffing Specialist.

Teams Have Own Areas

Each team covers its own geographic area. The Indianapolis team covers all of Indiana, eastern Illinois, western Ohio and northern Kentucky.

The Detroit team covers areas in northwestern Ohio and the entire State of Michigan. The Chicago Center's efforts extend beyond the Illinois borders into eastern Iowa and lower Wisconsin. The area office team concentrates most of its efforts in the metropolitan complexes of Milwaukee and Chicago.

Radio, television and newspapers have been utilized to the maximum by the Chicago Area Office

to make the public aware of air traffic controller aptitude examinations. Color spot announcements were produced and distributed to 68 television stations in the three-state area. A series of four public service type radio announcements went to more than 400 radio stations in the area and a comprehensive press release together with a two-column mat was sent to some 1,000 newspapers and other publications in the area, including college papers.

Radio Coverage Intensive

A typical response by the media is reflected by radio station WSAI of Cincinnati, which aired public service announcements 45 times during the latter half of December. News releases are used in the metropolitan Chicago and Milwaukee areas to announce examination information. Shortly after the radio spot announcements were aired, the Chicago Area Office received more than 1,200 inquiries in a single 30-day period. Field facilities reported a sharp increase in the number of inquiries received after the announcements were released.

Since October, a number of examinations were conducted—in Detroit, Evanston, Des Plaines and Aurora, Ill.; St. Louis, Milwaukee, Indianapolis and Richmond, Ind.; Toledo, Dayton and Cincinnati; and at three locations in Chicago. Examinations are normally scheduled on Saturdays, both during the day and in the evening. To make it as convenient as possible for interested persons, exams also are held during the week when necessary or in the evenings.

The Indianapolis team typifies the efforts of all the teams. They work a six-day week to prepare for giving an examination, entering an area as far in advance of the examination date as possible. Their first task is to contact the radio, television and press media for assistance. Newspaper advertising is used occasionally in the larger cities to disseminate pertinent information regarding an examination. Next, the employment offices, both state and local, are contacted and given information about the examinations. Neighborhood and other community organiza-

tions also are contacted. Posters are distributed for display in shop windows, post offices, public buildings and wherever the public will see them.

Someone once kidded Dale Girls of the Chicago Center's team for posting recruiting posters on navigation buoys in the middle of the Mississippi River. In other words, few stones are left unturned to achieve the team's objectives.

During the past three months, the Indianapolis team, headed by captain Walt Kaestner, has operated on the principle of being in two places at the same time. Almost every Saturday, the team splits in two segments, each administering an exam hundreds of miles from the other.

Kaestner considers his task similar to that of the traveling salesman of the 1920s and has organized his campaign accordingly. He has divided his geographic area into eight sections and plans to send his team into each of these sections at least three times during 1970. An exam will be conducted every Saturday this year, with the exception of three—those being the weekends of Memorial Day, July 4 and the time trials at Indianapolis.

Telephone Net Operating

To make information more easily obtainable, the Indianapolis Center has installed two WATS (Wide Area Telephone Service) lines. One is for use in Indiana and the other in surrounding states. These lines will be connected to a central information point within the center and will enable anyone desiring information about air traffic career opportunities to call a single number, regardless of the point from which the call is being made.

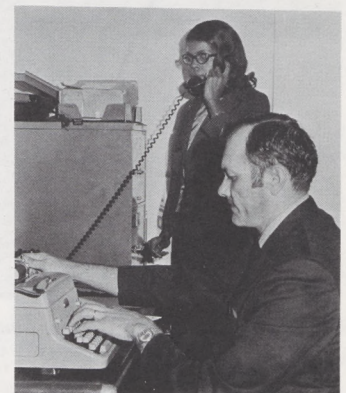
Since reorganization of the recruiting effort in mid-October, more than 2,500 persons have been tested, with more than 600 tentatively selected for hire.

Between the Indianapolis and Chicago Centers, it will be necessary to recruit and train some 1,200 air traffic controllers by the end of 1972. Cannom and Erickson noted that reaching this mark will take a tremendous effort by everyone in the area.



Left: In Detroit, Metro Tower Chief George Niles (second from left) looks over new recruiting poster being used in the Chicago Area with members of the Detroit recruiting team (left to right): Dick Wheaton; Niles; Personnel Staffing Specialist Connie Hooks; and Harald Bach. Detroit team recruiting efforts go beyond Michigan into northeastern Ohio.

Right: One of hundreds of telephoned inquiries received weekly at Detroit Metro Tower from prospective applicants for air traffic control specialist jobs is answered by Personnel Staffing Specialist Connie Hooks. Meanwhile, Dick Wheaton types up a label to send out an information package to the prospective applicant.



Automated Flight Plan Crosses U.S.

By Don Byers

DENVER — Center personnel here provided the final link in an experimental coast-to-coast automatic flight information artery March 19 when an interim flight data processing system successfully accepted and forwarded a flight plan automatically for the first time. The Denver data processing system, still in the operational test phase, worked in conjunction with systems in four other centers.

American Airlines Flight 63, from Philadelphia to Los Angeles, had the distinction of being the first plane to have its flight plan passed automatically all the way across the country. Processed originally by the computer in the New York ARTCC, the information then was forwarded in advance of the aircraft.

The other centers involved in the flight — Cleveland, Indianapolis, Chicago, Denver and Los Angeles — already have interim flight data processing systems and programs. Most are providing only a few of the computer services which eventually will be available to the controller in a completed flight data processing system. Still needed for full NAS Enroute Stage A flight data processing at most centers are the CUE systems (which provide controllers with keyboards for entering and extracting information from the computers) and fully operational, nationally standardized computer programs (computer instructions).

Next Step Underway

Also being installed in centers are the equipment and computers to provide the next step in automation—radar data processing, automatic radar tracking and automatic display of flight information in electronically-written letters and numbers (alphanumerics) on the face of the controller's display.

At the present time, computers are installed and operating at the centers at Boston, New York, Washington, Cleveland, Indianapolis, Chicago, Kansas City and Los Angeles.

Centers at Fort Worth, Denver and Oakland are expected to be operational with an interim flight data processing system within the next few months.

Another center, near Jacksonville, Fla., has been serving as both an operational flight data processing facility and a prototype installation for the automated national air traffic control system with computer-assisted flight data processing, radar data processing, automatic radar tracking and alphanumerics on the controller's display.

The equipment and the program in use at Jacksonville differ from those which ultimately will make up the nationwide, fully-compatible center systems. The equipment differences require a non-compatible computer program at the Jacksonville Center, although the center itself will be able to work with other automated centers.

In the automated nationwide system, computer programs at each center will be virtually interchangeable with those for all others, providing maximum compatibility and economy. At the heart of the center automation program is a central computer complex that performs the bulk of the data processing functions—the actual calculations, routing instructions and such

tasks as the rescheduling of computer workload in the event of component failure.

Associated with the computer complex in each center is a computer display channel, which accepts data display messages from the computer complex and generates alphanumeric, symbolic and map data for presentation on the controller's display. Data entry devices are provided at the operating positions to permit the controllers to send messages to the computer complex. There is also a digitizer—a device to convert normal radar receiver video into a digital message for each aircraft target detected. This digital information is transmitted over telephone lines.



Top Gal Friday

An orchid is pinned to Central Region secretary Mae Ithrig by her boss, Personnel and Training Chief Erick E. Erickson, after she was selected as "Secretary of the Day" in a contest sponsored by Kansas City radio station KMBZ. Other prizes won by Mae due to Erickson's enthusiastic recommendation to the station included a complimentary dinner and show tickets.

'Metroplex' Plan Readied

WASHINGTON — Major changes in air traffic patterns and procedures for aircraft operating into the New York metropolitan area will be implemented by the FAA in the near future in an effort to expedite movement of air traffic in this area.

The changes are expected to speed traffic into and out of the area's principal airports—John F. Kennedy, LaGuardia, Newark—as well as Teterboro and Westchester County, which serve private, business and commercial aircraft primarily. Reducing congestion in the vicinity of New York also will facilitate the flow of over-flying air traffic along the major north-south routes of the Golden Triangle, from Washington to Boston.

Under the New York "metroplex" procedural plan, primary

holding patterns for area airports will be moved farther away from the city to provide additional departure routings and allow greater flexibility in handling air traffic. It also will facilitate safe separation of climbing and descending aircraft which now requires "hand-tailored" radar vectoring service.

The improved distribution of traffic will reduce bottlenecks in the area, and the improved arrival procedures will help prevent gaps in the arrival sequence.

Implementation of Metroplex, originally scheduled for early in April, had to be postponed because the mail embargo prevented distribution of notices and charts.

Commenting on the airspace revisions, Administrator John H. Shaffer said, "the significance of this development should not be underestimated. This is a major improvement to traffic flow in the Golden Triangle, which often is the key to delays all over the country. Reducing congestion in this area should produce beneficial effects throughout the system."

The new procedures take full advantage of the New York Common IFR Room, which is responsible for all traffic arriving or departing New York airports under instrument flight rules (IFR), and much of the VFR (visual flight rules) traffic. Commissioned in the summer of 1968, the facility combined terminal radar control functions previously performed separately in the control towers at LaGuardia, Newark and Kennedy airports. The combined operation reduces the amount of controllers' time spent in coordination, and permits more efficient airspace use.



Congressman Briefed

Hawaii Congressman Spark M. Matsunaga (second from left) is briefed on the Honolulu Center by George Kalaiwaa (left). Looking on are Crew Chief James Takahashi and Center Chief Jack Richards (right).

New Safety Rule Is Adopted

WASHINGTON—A new safety rule has been adopted by the FAA requiring manufacturers of aeronautical parts to report all defects, failures or malfunctions they discover in their products that could result in a hazard to flight.

Under the rule, which becomes effective April 2, notification must be made to FAA within 24 hours after the condition is discovered.

Previously, such mandatory reporting requirements were applicable only to air carriers and FAA-certificated repair stations. The

agency believes that extending these requirements to manufacturers will further enhance air safety, since they are the most knowledgeable about their products and have the expertise to evaluate the seriousness of a failure and determine the extent to which it represents a hazard to flight.

Upon receiving reports on defective parts, the FAA will take appropriate mandatory corrective action, such as the issuance of airworthiness directives to aircraft owners and operators.

Manufacturers' reports on defects will cover the model designation of the part, serial number, identification of the part, component or system involved and the nature of the failure, malfunction or defect.

The new rules are based on an FAA Notice of Proposed Rule Making issued March 20, 1969.

Study Will Probe Air Flow Effect On Sonic Boom

WASHINGTON—A study contract has been awarded by the FAA to explore and evaluate various unconventional means of improving sonic boom suppression by altering the air flow around an aircraft in supersonic flight.

The \$70,692 contract went to General Applied Science Laboratories, Inc., of Westbury, N. Y. to conduct a year-long study.

A number of unconventional supersonic designs which affect the air stream flow will be studied to determine whether they would result in improved sonic boom suppression. The contractor also will investigate the use of laser beam and electromagnetic techniques in an effort to alter the air flow.

The FAA study contract is part of a continuing program of sonic boom research. Information developed in the program will assist the agency in establishing sonic boom certification standards for supersonic aircraft as required by Public Law 90-411.

A report of the study will be issued in mid-1971.



Handicapped Award

Citation as runner-up for the agency's 1969 Outstanding Handicapped Employee award is presented to David Glazer (center, right), of the Eastern Regional Accounting Division by Director George M. Gary. Glazer's work performance was superior despite his artificial left leg.



Self Defense Lesson

So that members of the Central Region Civairettes Club could learn how to defend themselves, Flight Standards secretary Fran Barclay served as "victim" while Mrs. Kay Fuhrman (right) of Kansas City police first demonstrated proper defensive methods and later acted as assailant."

HORIZONS

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You CAN Get There from Here, but Only if You Want to Go . . .



Smile on the face of Inspector Jack Highfill (left) fails to reflect the somewhat harrowing experience he went through in reaching wreckage of a light plane in the Cascade Mountains. Others in photo are members of a ski patrol which gave him valuable help.

(Editor's Note: Though presented in a lighthearted vein, the following first-person account of an accident investigation assignment exemplifies the kind of on-the-job challenges often faced—and overcome—by FAA's corps of dedicated GADO inspectors. Despite Inspector Highfill's good-natured rendition of the incident, the fact remains that this GADO assignment—like many others—was tough and hazardous. In the crash investigated, neither the Idaho pilot nor his wife was seriously injured.)

By Jack M. Highfill
Operations Inspector, Seattle GADO

Nobody told us "You can't get there from here!" when Inspector Ralph Carpenter and I were assigned to investigate the crash of a light plane on the slopes of the Cascades near Snoqualmie Pass recently. We had to discover for ourselves that although it was quite possible to get there, it was necessary to go UP—and DOWN to do so. And I mean almost *straight* up and *straight* down.

The plane had crashed in deep snow. Neither Ralph nor I had done any skiing, so we checked out two pairs of snowshoes from Airway Facilities in preparing to get to the scene. It was later forcefully brought home to us that neither of us had been on snowshoes before either.

Bundled up in our winter gear, we loaded our equipment into a G.I. car and began the ascent over icy roads to Snoqualmie Pass. The sky was clear blue. Morning sunlight glistened on deep snowdrifts along the road. High above us, the sawtoothed peaks of the Cascades were shrouded in clouds. Beautiful—I thought. And it was—then.

High in the mountains, at Alpenthal Ski Lodge, we were met by Earl Kimball, a Forest Service "snow ranger" and Al Redpath, manager of the lodge.

"Your best bet is to take the first ski lift halfway up the mountain—then go the rest of the way to the crash site on snowshoes," Redpath told us. "The plane is only about a half a mile beyond the top of the first lift."

Only. We were soon to discover that "only" half a mile can seem like half a hundred.

Ever try to board a ski lift when you're loaded down with snowshoes, a camera and assorted other accessories? Especially when you've never ridden a ski lift before? Your first ski lift ride, like your first parachute jump, can make your whole day.

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Clambering aboard this ski lift while weighed down with snowshoes and other paraphernalia can be an adventure in itself, Inspector Highfill discovered.

"There really isn't any danger of falling," I called out shakily to Ralph as I swung precariously into the flimsy-looking lift-chair and clung tenaciously to it.

With a jolt, we were up, up and away, swaying from side to side. As we moved up steeply I kept wondering whether the darned thing had been checked out recently.

Halfway up the mountain, where another lift began and continued on to the summit, we scrambled off the contraction and buckled on our snowshoes.

The forest ranger had ridden along with us and now he verbally sketched out the plane's exact location on the forbidding slope looming above us.

"I'm taking the second lift on up to the summit," the ranger said. "I'll check on you on my way back down." Then he was gone.

Our prospects of reaching the plane in record time—or any time—were not the brightest. The slope was incredibly steep. It was the dead of winter. Breathing the rarefied atmosphere of the high mountains was difficult. And we hadn't been on snowshoes before, remember?

I'll never forget it. We struggled upward, slipping, falling and crawling. In about an hour we managed to cover all of 200 yards. "Only half a mile," the lodge manager had said. Why, at that moment, the moon seemed closer than the plane.

Exhausted, gasping for breath, we stretched out against the slope.

Ralph looked at me gloomily. "Know what I'm thinking?" he asked.

"The same thing I'm thinking!" I replied wearily.

We both knew we couldn't make it this way. Slowly, we inched our way back down the mountain.

The forest ranger was waiting for us at the top of the first ski lift. He was very diplomatic. "You did right in

coming back," he said. Then he told us about the *other* way of getting to the plane.

"If you take the second lift to the top of the mountain, the plane will be below you," he said. "All you have to do then is to toboggan *down* to the crash site. Our ski patrol has a toboggan up there and will give you a hand."

The second lift, about a mile long, literally swooped into the clouds. The shaky ride was worth it—the view on top was breathtaking. Though we weren't at the summit of the Cascade Range, it seemed as though we were. Below us, the snowy terrain dropped sharply—almost vertically. Ski patrolmen John Nelson and Mike McIntyre, who seemed eager to help us, pulled a fiberglass toboggan toward the brink of what looked like a yawning abyss.

"We go thataway!" young Nelson announced cheerfully.

"You've got to be kidding," said Ralph. "Why, even a snowball wouldn't roll down there—it would *drop*!"

"Don't worry, fellows," McIntyre said. "We're all insured. Climb aboard!"

The prospect of plunging straight down that steep slope appeared even

less inviting to us than our earlier, hopeless upward struggle on snowshoes.

Uncertainly, we got into the toboggan. Suddenly we were moving, accelerating, plunging downward. It was like riding a rollercoaster with no upturn.

Now I know what is meant by "break-neck speed." I don't think I took more than a couple of breaths in the next few minutes. At times, it seemed, we were close to being airborne.

"Nothing to worry about!" Nelson yelled reassuringly. "Just hang on tight!"

His advice was totally unnecessary. I hung on so tight I must have embossed my fingerprints on the toboggan.

I saw we were headed toward a sheer cliff and I was wondering whether we were going to buy the farm. But, at this point, even the intrepid ski patrolmen decided they'd had enough. Somehow, they managed to stop the monster in time.

"It gets pretty hard to control a toboggan on this steep a slope," McIntyre explained, as if we needed to be convinced. "Guess you better put your snowshoes on and hike on down to the plane from here."

He got no argument from us. With a sense of deliverance, we began stomping down the seemingly perpendicular slope. And stomping down, we found, is no easier than stomping up.

At one point, I tumbled head over heels and disappeared in a snowbank.

"It got so dark all of a sudden," I told Ralph, clambering out, "for a while I thought I'd fainted."

Somehow, we made it to the plane. Took the pictures. Checked over the aircraft. Although the ski patrolmen had promised to rejoin us later and toboggan us the rest of the way down the mountain to the lodge, we were anxious to avoid this at all costs.

Working against the reappearance of the dread toboggan, we completed our investigation and headed back down the mountain on snowshoes. Clumsy as they were, they were delightfully SLOW and not likely to run away with us.

In a short while, we were back at the ski lift—and back at the lodge.

"How did the investigation go?" the boss asked me next day.

"Routine," I said.



Getting to this crash site gave two FAA inspectors some tense moments.



Pier Problem Solved

Damage caused by crushing ice floes to the pier off John F. Kennedy Airport's Runway 4R was halted finally when a Coast Guard cutter relieved the pressure by breaking the frozen surface. Photo was taken after ice had melted.

CG and FAA Join Forces To Save JFK's Navajds Pier

NEW YORK—Quick action by the FAA—and a speedy assist from the Coast Guard—recently prevented destruction of a pier which supports navigational aids vital to aviation safety at Kennedy Airport.

The long, slender wooden pier juts into Jamaica Bay. It is studded with runway approach lights and supports the middle marker component of Kennedy's instrument landing system. Also fixed to the pier is a ceilometer used by the Environmental Science Services Administration to determine cloud ceilings. The pier is situated as an extension to the centerline of Runway 4R.

The entire structure with its vital instrumentation was threatened by the tremendous pressure exerted by large ice floes set in motion by high winds. Battered by the big slabs of ice, some of the pilings beneath the pier began to break and the pier approach began to crumble.

On-shore assessment of the situation was made quickly by technicians of Airway Facilities Sector

133 headed by Assistant Sector Chief Edmund Kennedy. Convinced that the entire pier would collapse unless the ice pressure was relieved, Kennedy asked the Coast Guard at Governor's Island to send a cutter to the scene to break up the slabs of ice and thus ease pressure on the pilings.

The Coast Guard promptly ordered a 44-foot cutter from nearby Rockaway Beach to crush the ice. While FAA technicians and Port Authority officials looked on, the small but sturdy cutter repeatedly slashed through jammed ice floes until they were shattered.

Then, shore observers moved in to brace the sagging structure. Cable hangars were provided to support power and control cables running along the pier to serve the navajds.

The pier was restored to normal in a short period of time. Long-range reconstruction remains, but meanwhile, air traffic operations can continue safely and uninterrupted, thanks to the joint FAA-Coast Guard effort.



For Improving Safety

Assistant Administrator for General Aviation Affairs Robert V. Reynolds (left) is presented the Meritorious Service Award by Administrator John H. Shaffer at a ceremony held at Headquarters recently. Reynolds was cited for being "instrumental in improving the safety and efficiency of general aviation."

Giant Rack Spurs Survival Studies

OKLAHOMA CITY—To learn more about getting passengers out of a crashed airliner, a huge steel platform that can tilt a fuselage in a variety of unusual positions with its human cargo aboard has been designed for the FAA Aeronautical Center.

Called the Aircraft Attitude Positioner and costing \$330,000, the 20 by 75-foot steel platform will be used to study many facets of the problem of evacuating passengers. Unlike evacuation tests held not too long ago on the SST mockup at the Civil Aeromedical Institute of the Center (based on a fuselage fixed level on the ground), the Attitude Positioner will tilt the fuselage in various ways while studies are made of debarking delays and problems experienced by "volunteer passengers".

Repositioning of escape hatches is a possible recommendation that could result for certain aircraft, a number of which eventually will be tested.

Crashes Spell Out Need

The need for such research stems from a number of crashes in which the aircraft finally came to a halt in attitudes other than "normal"—nose up, nose down, tilted severely or even resting atop a building. Hopefully, the research at CAMI will answer the following questions:

- What happens to the aisle of an airliner when it crashes at a high degree angle?
- Will a passenger who walks perpendicularly despite the ground slope be able to use the aircraft aisle when seat backs jut into that aisle?
- How accessible are emergency exits under various unusual fuselage positions and angles after a crash?

The Aircraft Attitude Positioner will help CAMI researchers probe for answers to many other questions also. Recently, 100,000 pounds of sand bags were loaded on the rack to simulate a shifting human cargo. This test showed the rack to be acceptable to the agency to do the job it was designed to do.

"The positioner can be set at any angle, pitch, roll or cant of the platform," said J. D. Garner, Chief of Emergency Escape Research at CAMI. "Hydraulically operated, the device will simulate conditions of any crash landing and then test the reactions and capabilities of a typical passenger load under emergency conditions."

Garner expects to begin tests in mid-Spring, after a C-124 fuselage minus the cockpit is mounted on the positioner. The converted military fuselage will be fully adequate for the initial tests called for in his project.

Typical Passengers Tested

A typical passenger load set by FAA regulations after an extensive survey would consist of at least 30 per cent female, 5 per cent over age 60, 5 to 10 per cent children under 12 and the remainder males between the ages of 12 and 60. Dolls would be used to simulate infants in the arms of their mothers.

Extensive loss of life in three accidents during the past few years in crashes at Denver, Salt Lake City and Rome have prompted several research projects aimed at discovering what can be done to prevent a repetition of those disasters. All three accidents involved either smoke and fire or bad crash angles which made escape very nearly impossible.

"The urgency stems from the

fact that people have died in survivable accidents. They couldn't get out because of smoke—they couldn't see—or they were injured dropping to the ground or for some other reason," Garner said.

The medical research project at CAMI will test the use of evacuation slides, emergency lighting systems, crew handling of passengers, exit locations and the effect of angular tilt.

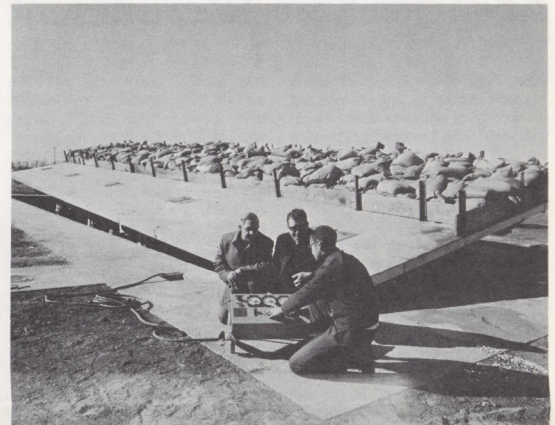
The first series of tests probably will be with a low passenger load of from 40 to 70 persons and in a general aircraft interior mockup to simulate a jet currently used in passenger service. A later phase of testing will use the positioner to simulate cabins of the Boeing 747, the DC-10 and the Lockheed 1011, with passenger loads up to nearly 400.

The testing will follow the pat-

tern used in other evacuation tests: volunteers from the public will be asked to participate as passengers, and crash situations will be simulated as realistically as is consistent with safety. On maximum loading tests, pilots will be used as crew members to evaluate the efficiency of crew roles in evacuation procedures.

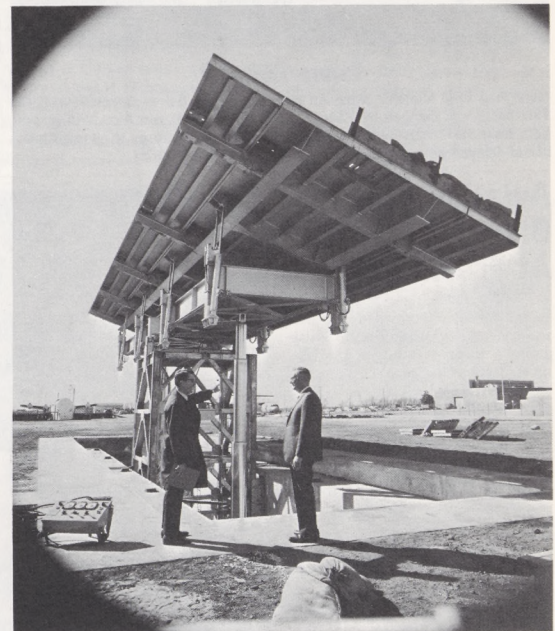
How long will this project continue? Researcher Garner sees no end to the testing, since one generation of passenger aircraft is constantly superseded by another.

"With the end of the first phase of this research programming, we will move into studying multi-deck aircraft to answer vital questions—such as whether passengers should be evacuated directly from the upper level outside or whether they should come to the main deck and leave by that exit," Garner said.



Load Testing

Sandbags simulating a 100,000 pound human load were placed on the giant new Attitude Positioner now in service at the Civil Aeromedical Institute of the Aeronautical Center at Oklahoma City. Monitoring load readings are (from left): J. D. Garner, chief of emergency escape research; Lew Cadogan, FAA project engineer; and a contractor engineer.



Aircraft Positioner

Highlights of a new Aircraft Attitude Positioner to be used in studying problems of evacuating passengers after a crash are pointed out to Aeronautical Center Plant Engineering Chief Glen Brockman (right) by Project Engineer Lew Cadogan. A C-124 fuselage will be affixed to the rack and volunteers will participate in studies of evacuation from a number of unusual plane attitudes. The device is being used in an exhaustive series of studies.



Discuss Recruiting

Typical of regional recruitment meetings between FAA and other Federal agencies is this get-together of Western Region personnel with Los Angeles Postmaster Edward W. Schneringer (left). Looking over a recruiting poster the post office will display are (left to right): Schneringer; Deweylene D. Fields, EEO Section Chief; Frank J. Dailey, Employment Branch Chief and Joe A. P. Alvarez, Civil Rights Chief.

Agencies Spur Recruitment

LOS ANGELES—The Western Region has initiated contacts with other Federal agencies, particularly the post offices, in order to get aid in recruiting under-utilized minorities. Contacts are now being made by members of the region's Equal Employment Opportunity staff with other agencies in the region.

The Post Office, HEW, Office of Economic Opportunity and component agencies with the Depart-

ment of Defense all have been cooperative in bringing the attention of their employees to FAA career opportunities, particularly those in air traffic control. These sources of recruitment are providing a significant number of well-qualified employees to be recruited under the agency's new accelerated recruitment schedule, according to Joe A. P. Alvarez, Civil Rights Officer.



Future FAAers?

More than 2,000 students attended a recent Career Day at Bakersfield, Calif. This booth was manned by FAAers Bill McEwen (left) and Russ Williamson, both from the Bakersfield FSS. The event was sponsored by the local Chamber of Commerce and the college and high school district.

Aviation Careers Beckon Students At Fresno Event

FRESNO, Calif.—Approximately 8,000 students crowded into the exhibit building of the Fresno Fairgrounds recently to attend the annual Career Guidance Clinic.

Business, professional and governmental groups manned the 43 booths set up to give students guidance and information on careers which interest them.

Sponsorship of the aviation booth was spearheaded by the Fresno Local Coordinator, O. B. Cox. The booth was manned by FAAers and representatives of the aviation industry, who gave 30-minute presentations on occupational opportunities, scholastic requirements and how to enter the aviation career field.

Agency employees participating were: Robert Cox, Fresno GADO; Joe Gilkison, AFS; Ron Braden, Fresno Tower; Gil Marquez and Emil Sireda, Chandler Tower; Paul Jones and Mel Harritt, Fresno FSS; and Bob Morgan, NLC/RATCC.



Tomorrow's Pilots?

With three FAA displays as background, Gil Marquez, Chandler Tower, Fresno, explains agency career opportunities to interested students at a recent Career Guidance Clinic.

FSS Helps 'Save' Student Jet Pilot

By Gerrie Cook
TALLAHASSEE, Fla.—"Mayday! Mayday!"

The distress call, from the pilot of a Navy A-4 Skyhawk jet trainer, was heard recently by personnel at the Tallahassee FSS.

The pilot and his instructor had been on a routine, low-level, high-speed training run when suddenly the canopy of the aircraft was shattered by the impact of a large bird.

The canopy ripped off and the instructor, who had been struck in the face by the bird, ejected. Wind forces sweeping the plane almost deafened the student jet pilot trapped in the cockpit because his ejection equipment failed to operate. All of his navigational charts were sucked out of the aircraft by blasts of air and his compass disappeared.

At this point he appealed for help, using the distress call.

After determining the nature of the emergency, the Tallahassee FSS staff worked together as a team to aid the jet pilot. On duty were Station Chief James Reeder, Watch Supervisor J. W. Parramore and Specialists E. F. Catlow, W. G. Kraft and A. J. Kasik.

Strobes Pinpoint Position

Direction-finding strobes at the Tallahassee and Albany FSSs pinpointed the Navy jet's position 22 miles northeast of Tallahassee Airport over the western edge of Lake Micosukee.

FSS personnel alerted the Florida Highway Patrol and Leon County Sheriff's office so an immediate ground and air search for the instructor who ejected could be started. FSS personnel briefed Tallahassee Tower and Jacksonville Center personnel so they would be prepared for emergency clearance of the damaged aircraft and a possible landing at Tallahassee Airport. The airport's crash crew was also notified.

By this time, FSS personnel had determined that the student pilot was capable of landing his plane and that fuel was no problem. Still, he seemed reluctant to leave his immediate flight area and proceed toward the airport. Further questioning revealed he had lost not only his navigational charts and compass, but also his guidance systems and was unable to deter-

mine the direction in which the aircraft was travelling.

Since the plane was northeast and the sun was southwest of the airport, Tallahassee Station instructed the pilot to fly directly toward the sun, which would bring him over the city, then to the airport. The pilot complied and shortly afterward advised the FSS that he had the airport in sight. He touched down safely a few moments later.

Meanwhile, the Highway Patrol aerial search effort for the lost instructor had been set in motion. Just before nightfall, a patrol plane sighted the instructor and a ground search party was directed to him. He was picked up and rushed to

the local hospital. At the hospital, it was determined that he had permanently lost the sight of one eye in the accident.

The Tallahassee FSS came in for praise and commendation from the Commanding Officer of Navy Attack Squadron 44, stationed at Cecil Field, Fla.

"We commend you for prompt professional efforts in assisting one of our aircraft and for a job well done. Your efforts in our behalf are sincerely appreciated," said Capt. J. H. Wynn III, the commanding officer, in an official letter of commendation to the FSS.

The FSS also received the unit's Squadron Plaque as a token of its gratitude and esteem.



Flight Assists Team

Tallahassee, Fla., FSS crew who saved a U. S. Navy student jet pilot after a bird strike shattered his plane's canopy and left him without charts, compass or guidance systems are (left to right): ATCS August J. Kosik, ATCS Earle F. Catlow, FSS Chief James T. Reeder, SATCS John W. Parramore and ATCS William G. Kraft. Reeder holds U. S. Navy squadron plaque his facility received in gratitude for the assistance rendered the airman.

New-Type of STOL ILS Passes First Air Check

By Al Stein

WALTHAM, Mass.—A significant step forward in aviation's technological progress took place here recently when a new STOL ILS (Short Takeoff and Landing Instrument Landing System) satisfactorily passed its first flight check. All components of the system—localizer course, glide slope course, DME and monitors—were operative.

Waltham is the home base of the manufacturer, the Electronics Division of EPSCO (Electronic Products and Systems Co.) under contract to develop the new ILS for the Navigation Development Division, SRDS. The model under test is the first in a new family of ILSs. The newest type ILS operates on a scanning beam technique in the microwave region of the radio spectrum. Conventional ILSs utilize a VHF/UHF fixed beam.

The scanning beam technique is expected to result in exceptionally good course structures because it is less susceptible to the effects of ground reflections, which result in troublesome multi-path problems with the conventional ILS.



The new STOL ILS transmits at 5000 MHz (C-band) and is completely solid state in component design. An entire dual equipment ground station, including dual monitors, is housed in one 54-inch high-standard relay rack.

Up to this time, all-weather operations for V/STOL-type aircraft have been limited because of the difference in aircraft flight characteristics compared with standard aircraft operations—such as high angle approach path and the capability to land on separate V/STOL ports of small size not served by any instrument landing system.

The small physical size of the microwave system lends itself admirably to V/STOL port applications, particularly where limited space is available for ground based facilities. The scanning beam technique has the unique advantage of a variable approach angle capability for glide paths from three to twelve degrees.

The first STOL ILS equipment is scheduled for delivery this month to NAPEC for final acceptance tests and system evaluation.

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: I would like an interpretation of the UCR (Unsatisfactory Condition Report) program with examples of what should and should not be the subject of a UCR and the extent of local level involvement.

Answer: The FAA established UCRs to improve operational and safety conditions when the individual knowing about the condition cannot correct it, where existing reports or procedures do not provide for corrective action and where the condition is not confined to a specific location or item of equipment. Use of UCRs in situations where the safety or quality of service provided to users of the airways system is involved is covered in Paragraph 2 on the reverse of the UCR form (Form 1800-1) and in Order 1800.6A. Administrative procedures and personnel matters such as work schedules, grievances or complaints and administrative support and services are not appropriate subjects for UCRs. The organizational level at which action is to be taken is not a factor in preparing UCRs. They may be submitted even though the condition is confined to and could be resolved at the local office or facility level. However, UCRs are not intended as substitutes for effective day-to-day communications between FAA employees and their supervisors. The UCR program is intended as a supplement to communications and management tools. Where unsatisfactory conditions can be identified and appropriate action taken as part of regular activities, UCRs are unnecessary. The program's effectiveness depends on proper understanding and use of UCRs on the part of employees and constructive consideration and action by managers.

Question: Is there any way that I can evaluate my supervisor's performance?

Answer: There is no provision for an employee to rate his supervisor. Each supervisor is required to evaluate the performance of those he supervises. See 3430.3, Evaluating and Improving Employee Performance, Chapter 5, for additional information.

Question: Is a GS-11 journeyman technician required to take an Academy course on new equipment in his sector, even though he has experience on similar equipment and can pass the certification examination without this instruction?

Answer: It may not be necessary for a technician who has passed the System Theory of Operation Examination on a particular type of equipment to also attend a resident training course on the same equipment to meet the systems concepts requirements of the Personnel Certification Program. However, the Airway Facilities Maintenance

Technical Training Handbook, 3000.10, lists five categories of training. The first and most important category is "mandatory"—training required by regulation, order or certification requirements. The AF branch chief is responsible for assuring the technical competence of employees under his jurisdiction. If he believes training is in order, he may also request a training quota for an employee under other categories: "job required," "highly desirable" or "performance improvement." These categories are of a lower priority than "mandatory" and quotas would be allocated only after higher priority requirements have been met.

Question: Does a technician have the right to refuse an assignment during a particular time of the year for personal reasons?

Answer: An employee does not have the right to refuse any reasonable assignment. However, extenuating circumstances which might justify rescheduling should always be considered by his supervisor.

Question: If a technician can become certified on a new piece of equipment and can maintain it satisfactorily, isn't it a waste of money to send him to school?

Answer: Not necessarily. There are several reasons for training and certification is only one of them. Paragraph 21b of Handbook 3000.10 categorizes training requirements and places them in priority order. This is done so that requests for training may be reviewed and evaluated. Although training necessary for optimum efficiency of operation or performance improvement is not considered as critical as training required for certification, it is in the best interests of the agency to provide such training, and for a supervisor to request it when he deems it necessary.

Question: When a relay cover must be removed while power is on, it is possible for the cover to touch a live relay contact and give the electronics technician an electrical shock. I would appreciate information concerning a preparation that could be sprayed on the inside of relay cans to insulate them from relay contacts and thus prevent accidents.

Answer: A specific solution to this technical problem is not possible without a complete investigation of the facts, something not possible under Direct Line guidelines. However, Order 3900.18, Electrical Shock Hazards, establishes procedures for eliminating electrical exposures such as the one you describe. Unsafe conditions should be reported in the manner outlined in Paragraph 5a of the above order so appropriate corrective action can be taken and applied agencywide where necessary.

Rotorcraft Must Be Certificated

By **Irv Ripps**

WASHINGTON—Farmers and other landowners are being alerted by the FAA to misleading information being circulated about the use of a certain type of rotorcraft for "personal" crop dusting purposes which may present a possible hazard to life and property.

The rotorcraft cited by the agency is the B-8MA "Agricopter," available in various kit forms from the Bensen Aircraft Corp., Raleigh, N. C. Operation of this aircraft without certification, the agency said, would be illegal.

Erroneous information has been published on this aircraft stating it may be operated without an FAA certificate and by an unlicensed pilot if not flown more than 150 feet above the ground and the spraying of crops is limited to the operator's land.

Operation of any civil aircraft within the U. S. is prohibited under FAA rules unless both the aircraft and pilot are properly certificated. These requirements apply regardless of where the flight is conducted or the altitude. No deviation from these rules is authorized by any FAA field office.

Moreover, in the matter of aerial spraying, the operator of the air-

craft must hold an agricultural aircraft operator's certificate, even though the spraying operation is conducted over his own land.

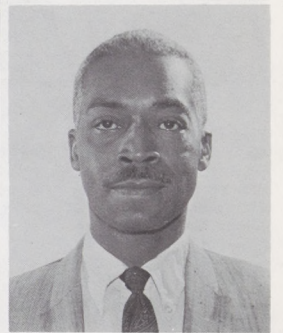
While FAA's chief concern is for the safety of the operation, the agency points out that individuals who purchase and operate the aircraft in question for agricultural purposes without complying with the applicable regulations may be subject to FAA enforcement action for violation of safety rules.

Rotorcraft of the type described can generally be approved by FAA only in the experimental class under the regulations that apply to certification of amateur built aircraft. Among the requirements for certification is a provision that more than half of the fabrication and assembly of the aircraft must be done by the individual. Operation of the aircraft is restricted by various limitations.

FAA further points out that agricultural flying is highly demanding and exacting. Pilots engaged in the dispensing of economic poisons are required to pass special knowledge and skill tests. Indiscriminate dispensing of these chemicals by unqualified persons not only may pose a threat to human life but could easily kill

crops and livestock at great distances from the point of release.

Anyone contemplating the purchase of a rotorcraft kit for the assembly of an "amateur-built" aircraft, or the operation of such an aircraft, is being advised to consult the nearest General Aviation District Office to assure compliance with FAA requirements.



Franc Herndon

Herndon Is Chief Of Central Region Civil Rights Staff

KANSAS CITY, Mo.—Franc Herndon, a former Equal Opportunity Officer with the Bureau of Public Roads, has been named the Central Region's first Civil Rights Officer.

Herndon, who retired from the Missouri National Guard as a lieutenant colonel last year, was the Regional Civil Rights Coordinator for the Office of Economic Opportunity before joining the agency. Other jobs he has held include that of public information officer for the city of Kansas City.

A graduate of the University of Kansas, Herndon retired from active duty with the Army as a captain before joining the National Guard.

Currently he is active on a volunteer basis in a number of social projects in the Kansas City area, including programs sponsored by the Urban League, Southeast Homeowners Association and the Beta Lambda Chapter of Alpha Phi Alpha Fraternity.



Open for Business

Under Secretary of Transportation James M. Beggs (right) prepares to cut the ribbon, officially opening the new commuter airlines terminal at Washington National Airport. Also participating in the recent ceremony were (from left): WNA Airport Manager C. R. (Tex) Melugin, Jr., Assistant Administrator for General Aviation Affairs Robert V. Reynolds, Bureau of National Capital Airports Director Arven H. Saunders and Tristram C. Colket, Jr., Chairman of the Washington National Commuter Airlines Association.

Springfield

(Continued from Page 1)

headed by Supervisory Inspector David Detsmore.

Other inspectors on the staff include Ray Clement, Lee L. Ruebush, Joe E. Bradley, Maynard Steitz, D. Jay Stair, Edward Pontarelli, John Dorsey, Lester J. Noska and Alan Lundquist.

Clerk stenographers on the staff are Margaret Kelly, J. E. Heffern and J. L. Sanvi.

The national award winner will receive a plaque and a citation to be presented at a later date.

The committee which picked the national winners was chaired by Rudolph and included the following Flight Standards Service staff members: Allen M. Morrissey, Chief, Evaluation Staff; Herbert H. Slaughter, Jr., Chief, Engineering and Manufacturing Division; Harry A. Turnpugh, Chief, Maintenance Division; Joseph A. Ferrarese, Chief, Operations Division and William G. Shreve, Jr., Chief, Aircraft Programs Division. E. M. Mundy, Executive Officer, was executive secretary of the group.



Ride Big Jet

Four Eastern Region air traffic controllers await their first ride in the Boeing 747 wide-body jet looming above them at Kennedy Airport. The four, and Eastern Region Director George M. Gary, were invited to take the short flight aboard the Pan American World Airways aircraft recently. The controllers are (left to right) Robert Girani, New York Center; Joseph Papush and John Barrett, New York Common IFR Room; and John Cunningham, Kennedy Tower. They were among the first to ride the 747.



Charlotte Kositch, lone woman controller at the Oakland Center, Fremont, Calif., watches Michael Donnelly and Clark Stracner while they busily vector Donnelly and Clark Stracner while they vector traffic.

*In Towers, Flight Service Stations and Centers,
The Man-Woman Ratio is Beginning to Change . . .*

WANTED: MORE WOMEN IN ATC

The only woman journeyman controller among 170 men at the Oakland Center—Mrs. Charlotte Kositch—occasionally takes a bit of kidding from her colleagues, as would be expected.

If the center's man-woman ratio tends to discomfit her at times, Mrs. Kositch—and other women—can take heart: reinforcements are on the way.

Although only about 250 women are now employed among the more than 21,000 air traffic control specialists in the agency's centers, towers and flight service stations, there are indications that this picture is changing.

Fred M. (Dick) Marks, Chief of the Air Traffic Control Training Branch at Oklahoma City reports that the Academy's most recent "graduating class" included 21 women. Marks believes that an ever-greater number of women are beginning to enter the training pipeline. Since the new air traffic control training program began in 1968, he said, more than 80 women have completed ATC courses.

"We look for people who can concentrate on details, visualize things in three dimensions and almost instinctively tell where an airplane is going, just by looking at flight strips," Marks commented. "Many women do extremely well at this."

Wide Open Career Field

The agency encourages women to consider air traffic control a wide open career field. All applicants are rated on the same selection factors—training, education and experience. Basic requirements for eligibility are a college degree or at least three years progressively responsible work experience. In addition, most applicants must pass the ATCS aptitude tests, and all must meet the medical requirements.

After two years of training, the controller student may be eligible for the rating of journeyman controller. Journeyman controllers' salaries range from approximately \$11,000 a year to more than \$21,000.

Careerwise, women have distinguished themselves in the air traffic control field. Rogene Thompson, watch supervisor at the Anchorage Center, was one of the seven recipients of the 1968 Federal Woman's Award—one of the highest honors afforded to women in Government.

"The calm voice of a woman can be very reassuring to pilots in distress," says Dr. Stan-

ley Mohler of the Office of Aviation Medicine. He compares the effect of a woman controller's voice on a lost, disoriented pilot with the calming hand of a nurse on the brow of a feverish hospital patient.

"Women controllers in the Royal Air Force, talking pilots down to airports socked in by fog have proved this," he said.

Women trainees at Oklahoma City are generally enthusiastic about entering the field.

One current trainee, Mrs. Elizabeth Koch, said: "I feel I am entering a man's world, but I am looking forward to my assignment to the flight service station at Washington National Airport."

Mrs. Koch, a former airline hostess, more recently headed a firm supplying airline hostesses to non-scheduled airlines conducting flight tours in the vicinity of the Nation's Capital.

27 Years in ATC

One of Mrs. Koch's supervisors at Washington National will be Isabelle Evans, a watch supervisor with 27 years of air traffic control experience.

Mrs. Evans was selected for the first communications-controller course given by the Eastern Region of CAA in 1942.

Carla Long of the Denver Center was a Navy air traffic controller at Alameda, Calif.

"My FAA instructors were all quite gallant," says Carla. "But I found they were just as strict with me as they were with the men students, particularly when we weren't paying attention."

Rotating shifts are part of the everyday life of air traffic control specialists. Every effort is made to inform potential candidates of this requirement. No special exclusion is provided for women candidates.

Another air traffic control specialist, Doris Jeanne Bossart, was a biology teacher at Sweetbriar College before joining the FAA.

"I got interested in becoming a pilot while teaching at Sweetbriar," she recalls. "I learned to fly, got my private pilot's license and became so interested I decided to devote full time to some aspect of aviation. I just naturally picked the FAA and air traffic control."

Miss Bossart, who has a Bachelor's Degree in biology and chemistry, formerly worked for Navy air traffic control operations at Andrews Air Force Base.



Elizabeth E. Koch from Washington gives simulated weather and flight information to airborne pilot from a flight service station position as instructor Jimmy P. Fox looks on.



Monitoring the radarscope in a simulated IFR tower room is ATC student Doris J. Bossart. Checking her work is Academy instructor George E. Williams.



In an en route sector position, Academy instructor Carlisle Cook checks the accuracy of the aircraft positioning as performed by trainee Carla J. Long.