FAA HORIZONS

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Vol. 4, No. 9 | Published biweekly for employees of the Department of Transportation/Federal Aviation Administration | April 27, 1970

John H. Hilton Is Named Deputy In Pacific Region

HONOLULU — A career employee with 29 years of agency experience, John H. Hilton, has been named the Pacific Region's new Deputy Director.

Hilton succeeds Navy Capt. Waller C. Moore, who retired and returned to the mainland last June.

Prior to his present appointment, Hilton served five years as Los Angeles Area Manager. Earlier, he was Chief of the Western Region's Air Traffic Division.

In 1941, Hilton began work as an air traffic controller with the agency and its predecessor, the Civil Aeronautics Administration. He later became Deputy Chief of the ATC Planning Division in Washington, and in 1961 was appointed Chief of the Regulations and Procedures Division and supervisory ATC specialist in Operations Evaluation.

Hilton's new appointment took effect March 25.

John H. Hilton

Instrument Approach

In the left seat in NAFEC's new air transport simulator, facility manager Harry M. Halvorsen follows through on the controls in an automatic approach to a landing. In co-pilot's seat is Robert J. Wargo, simulator operator.

NAFEC's Research Effort Is Facilitated by Simulator

ATLANTIC CITY—An air transport simulator facility now in operation at NAFEC is proving its worth in studying the latest all-weather landing systems and man-machine relationships in Category III weather.

Consisting primarily of a modified cockpit section of a Boeing 720B salvaged after an accident, the simulator already has been used to evaluate various flight attitude instruments. In addition, it has been used to measure aircraft responses to perturbations on instrument landing systems.

The simulator is capable of low-altitude, low-speed approaches, landings and roll-outs, both automatic and manual. Its auto-pilot system has been modified to accept

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Reorganization Announced

By Alex F. Garvis

WASHINGTON—A reorganization of the FAA's engineering and development activities has been made to improve the overall efficiency of these operations and make them more responsive to the increasingly complex demands of modern aviation.

Administrator John H. Shaffer said the organizational changes involve reassignment of various engineering and development activities under an Associate Administrator for Engineering and Development (formerly Associate Administrator for Development). The changes are designed to achieve maximum integration of effort at the Service level as well as provide more effective leadership at the top.

Shaffer said the moves should help "strengthen the agency's ability to effect improvements in the National Airspace System in a more efficient and timely manner."

Under the new organizational structure, the FAA is assigning the functions of the Aircraft Development Service to the Systems Research and Development Service.

The plan also places the National Aviation Facilities Experimental Center at Atlantic City and the National Airspace Systems Program Office, which previously reported directly to the FAA Administrator, under the executive direction of the Associate Administrator for Engineering and Development. This post is held at present by Brig. Gen. Gustav E. Lundquist, USAF (Ret.), who is serving on an acting basis.

The Associate Administrator for Engineering and Development also is responsible for executive direction of the Systems Research and Development Service.

Realignment of engineering and development activities is the second major organizational change announced by FAA this year. Last month, the Logistics Service was reorganized and some of its functions reassigned in a move designed to sharpen the line of organizational responsibility between the development and the acquisition-installation cycles for equipment for the National Airspace System.

At that time, a new Facilities Installation Service was created, under the Associate Administrator for Operations, George S. Moore, to take over management of the facilities establishment program from the Logistics Service. The new service, also was charged with carrying out the engineering function of preparing procurement specifications for production equipment and prescribing technical instructions and standards for its installations. This work was formerly performed by the Systems Research and Development Service.

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Computer-Controlled

A congratulatory message from the Los Angeles Center is read by American Airlines Captain Pete Volcheff, after his 707 completed the first coast-to-coast flight controlled entirely by computers. The message confirmed center computers at Los Angeles, Denver, Chicago, Cleveland and New York processed the west-to-east flight completely, and that the event "dramatically indicates the age of the computer has arrived in air traffic control."

New Awards Will Honor Maintenance Sectors

WASHINGTON—Seven Airway Facilities Sectors—one in each region—are in the running for national and regional honors in a new agency program to recognize the accomplishments of Systems Maintenance field personnel.

A National Airway Facilities Sector of the Year will be announced next month in Washington. The name of the sector receiving the top national honor will be disclosed during a meeting of Systems Maintenance Service officials and chiefs of the seven sectors picked by the regions as regional winners. The Washington meeting is scheduled for May 26-28.

The seven regional winners are selected from those recommended by each of the areas. All 377 FAA sectors are eligible for award consideration.

Praises Personnel

M. M. Martin, Systems Maintenance Service Director, said the new awards were established jointly by SMS and the regional Airway Facilities divisions "to give recognition to the high degree of responsible performance and personal initiative demonstrated by Airway Facilities field employees."

In selecting award winners, he said, the performance of the entire sector, not just that of the sector chief, is the determining factor.

"These awards represent one tangible way in which the agency each year pays tribute to the more than 10,000 dedicated employees who maintain more than 13,000 facilities throughout the FAA system," Martin said. "Their accomplishments in assuring the accuracy, reliability and continuous operation of our radar, navigation, communications and air traffic control networks is more than deserving of national and regional recognition."

Sectors are judged in terms of

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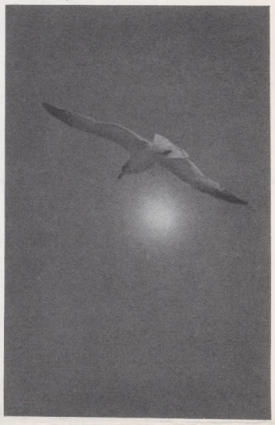


Prize Photo

The sun, a seagull and the photographic skill of Raleigh Whiteman, a controller at the Daytona Beach Tower, combined to win second prize in a recent photo contest sponsored by the "Daytona Beach News Journal." The "News Journal" was seeking the best black-and-white photograph made during the recent eclipse of the sun. Whiteman stepped out onto the catwalk of the tower cab to capture this prize-winning shot.

Mechanic Winners Selected

WASHINGTON—Harold Moss, technical crew production foreman for Pan American World Airways at JFK International Airport and John K. Rude, Jr., maintenance supervisor and maintenance inspector for Pilgrim Aviation at Trumbull Airport at Groton, Conn., have been named national winners in FAA's seventh annual Aviation Mechanics Safety Awards program.

The two winners, in the air carrier and general aviation categories respectively, will share in more than $10,000 in awards with the 14 other regional and 50 state winners. Both will be flown to Washington with their families for the awards presentation in early summer.

Moss and Rude were selected on the basis of their consistent demonstration of an unusually high level of professionalism.

Regional Winners

Regional winners and runners-up in the program are listed below. For each of the regions, the general aviation regional winner is listed first and the air carrier winner immediately following.

• Central: John Pritzi, Johnson Flying Service, Missoula. Jay Reiter, Inglewood, Calif. and Paul H. Lauridson, Northridge, Calif., Trans World Airlines, Inc.

• Southern: Richard DeLano, Air South, Jonesboro, Ga. Ernest L. Hurd, Piedmont Airlines, Winston Salem, N.C.

• Southwestern: V. D. Robertson, Jr., Cutter Flying Service, Albuquerque. David F. Strang, Jr., Texas International Airlines, Channelview, Tex.

• Eastern: J. K. Rude. Joseph Griffith, American Airlines, Tulsa.

• Western: Thomas Ralph Woodhouse, Spanish Fork, Utah. Joe C. Kanke, The Flying Tiger Line, Arleta, Calif.

• Pacific: Morris M. Ono, Hawaiian Airlines, Aiea, Hawaii. Calvin K. H. Loo, Aloaha Airlines, Pearl City, Hawaii.

• Alaskan: George Robert Pappas, Aircraft Rebuilders, Anchorage. George T. Sanoski, Wein Consolidated Airlines, Fairbanks.

Each regional winner will receive an engraved plaque from FAA and prizes donated by industry.

The annual competition recognizes outstanding contributions by American aviation mechanics who help keep the air system safe and efficient.

Portions of the Financial Report which relate to the Washington National and Dulles International Airports are reviewed by (from left to right): Arvin H. Saunders, Director, Bureau of National Capital Airports; S. B. Savage, Jr., Accounting Programs Division, OMS; Jack Ormsbee, Chief. Financial Management Staff, BNCA; and Harry F. Bolfing, Chief, Fiscal Management Branch, BNCA.

FAA's Financial Portrait

By S. B. Savage, Jr.
Special Assistant to the Chief, Accounting Programs Div.,
Office of Management Systems

An employee is struggling to remain financially solvent in the face of the steadily rising cost of living. The debt consolidation loan, which the ads promised would bring relief, fails to solve his basic dilemma. Expenditures continue to exceed income and his financial situation continues to deteriorate. At his wits' end, he turns for advice to his neighbor, a man in the same general income bracket, with similar responsibilities, but seemingly without financial problems.

Our troubled staff member discovers that his neighbor's financial success was based on the adoption of the goal of living within his income. To do this, he first developed a budget or financial plan. Then, by maintaining current, accurate records of income and expenditures, he could tell where he stood financially at all times. With this information he could make timely adjustments, where necessary, in both his plans and his expenditures.

If too many steaks and too much entertaining put the food budget out of line, food expenditures are reduced the following month. When the clothing allowance is exceeded, a temporary moratorium on clothing purchases is instituted. If a planned two-week vacation exceeds the recreation allowance, it may be trimmed to one week.

Same Principles Apply

A Federal agency, like an individual, must apply the very same principles if it is to keep its financial house in order. It must have a financial plan, keep within its budget and know, at all times, exactly how its funds are being spent.

To shed more light on just how FAA spends its money, the annual *FAA Financial Report* was developed. This report, prepared by the Accounting Programs Division of the Office of Management Systems, enables the FAA to examine, compare, analyze and evaluate its program from a financial point of view. Its aim, as well as the aim of the accounting system which produces all these data, is to present management with a clear picture of the way funds are spent and to assist planners in making decisions on how FAA budget dollars should be used in the future.

The report presents a consolidated picture of all financial transactions recorded and classified in the accounts of all offices in the agency where accounting operations are performed. It contains significant financial data on all major agency activities, in summarized form. Included is the status of various appropriations and the scope of agency investment in various types of inventories.

The report lists the value of FAA real property, flight equipment and administrative equipment. It gives financial details on air navigation facilities and airport grants-in-aid. It provides detailed figures on income and expense at FAA-operated airports. It lists agency expenditures for research and development. In short, if it happened in FAA and had some financial impact, it is included or reflected in the *FAA Financial Report*.

Interesting financial sidelights on the magnitude of the agency's programs are provided by a study of the report. It tells us, for example, that the FAA has a fleet of 100 aircraft, required to carry out its mission and that they were valued at $52.8 million as of June 30, 1969.

To meet our aviation safety responsibilities, the report shows the agency's total investment in air route traffic control centers to be $56.6 million; the total investment in towers to be $32.6 million; and the direct cost of administering the air traffic control function for 1969 as $333.8 million or 43.7 per cent of the total direct operating cost of $763.6 million. FAA's airway facility equipment and related real property, we find, amounts to three quarters of a billion dollars. Maintaining the agency's 13,000 separate facilities during fiscal year 1969 required expenditure of $162.2 million, of which approximately 71 per cent went to pay salaries and benefits to the more than 8,000 technicians responsible for the maintenance job.

Employees of the Accounting Programs Division immediately concerned with design and assembly of the report are William A. Croyle, Charles D. Bickel, William L. Miller, Michael Bordas and James Wilkie. "Raw material" for the report comes from accounting divisions in the regions and centers and from Headquarters offices.

Even though the FAA Financial Report for Fiscal 1969 is the fourth such report issued, it is still considered to be in a very active state of evolution and development.

"We intend to make each new issue more informative and useful to all levels of management involved in planning and administering the FAA's financial affairs," said H. E. Sellers, Chief, Accounting Programs Division.

Outside Interest Shown

Reflecting the unusual amount of interest generated outside the FAA by the 1969 report are these comments:

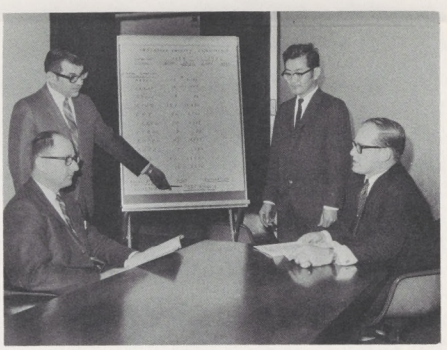
Alan L. Dean, Assistant Secretary of Transportation for Administration: "The report evidences the progress the FAA has made in accounting systems development, consistent with sound management practice and the requirements of law. The report should be of specific interest and use to many individuals and offices. We look forward to future reports and the results of your indicated efforts to further increase the report's usefulness."

E. H. Morse, Jr., Director, Office of Policy and Special Studies, General Accounting Office: "We have been pleased to note the improved scope of these reports each year and also the improvements in presentation of the material."

Dr. Ernest Enke, Assistant Professor, School of Business and Public Administration, University of Missouri: "The FAA is one of the very few agencies in the Federal government issuing a regular and complete annual report."

Working on the preparation of the Financial Report for 1969 are (from left to right): Michael Bordas, William L. Miller, Charles D. Bickel and James Wilkie, all of the Accounting Programs Division, OMS.

Financial data on airway facilities, for use in computing user charges, is discussed by (from left to right): George J. Lanka, Chief, Economic Analysis Division, Office of Aviation Economics; Charles D. Bickel, Accounting Programs Division, OMS; John Walk, Assistant to the Director, Office of Budget; and H. E. Sellers, Chief, Accounting Programs Division, OMS.



Data relating to the quantity and value of installed facility equipment which requires maintenance is reviewed by (from left to right): John Truhan, Chief, Operations Analysis Branch, Systems Maintenance Service; Michael Bordas, Accounting Programs Division, OMS; Edwin Kaneko, Operations Analysis Branch, Systems Maintenance Service; and William A. Croyle, Chief, Financial Reports and Analysis Branch, Accounting Systems Division, OMS.

A final review of the 1969 Financial Report is made by key personnel of the Accounting Programs Divisions, OMS (from left to right): Arthur K. Waale, Assistant Division Chief; William A. Croyle, Chief, Financial Reports and Analysis Branch; H. E. Sellers, Division Chief; A. L. Kosinski, Chief, Accounting Systems Branch; Robert J. Schullery, Chief, Field Services Branch; and Philip Strachman, Special Assistant.

Ready for Patrol

Four of FAA's two dozen police officers at NAFEC, who are deputized by three local townships, are seen with the patrol cars in which they cover the airport area near Atlantic City. They are (from left): Sergeants Arnold Meeker and Charles Peterson and Patrolmen James McCarron and Henry Bailey.

Intern Plan Points Way to Careers in FAA

By Theodore Maher

WASHINGTON — Two potential FAA executives are among the nine outstanding college graduates selected for the first Transportation Intern Program, administered by the Office of the Secretary in cooperation with the operating administrations and the NTSB.

Program participants receive departmental experience designed to increase their knowledge of transportation systems and concepts and to help find ways to meet America's transportation needs. Coordinator for the program is Leslie E. Hearn of the DOT Office of Personnel and Training.

Two participants, Patricia Sanderson, a graduate of New College in Sarasota, Fla., and Thomas Williamson, an electrical engineer from Howard University, already have worked in a number of offices, moving from one to another in order to get a panoramic view of the Department's activities.

Intern Enthusiastic

Miss Sanderson, who expects to specialize in the personnel field, is enthusiastic about the program. "I would advise any college graduate interested in a career with the Federal government to take part in an intern program," she said.

Since coming to the agency, Miss Sanderson has worked with FAA Headquarters Operations in the Personnel Operations Division, the Office of the Associate Administrator for Manpower, Manpower and Planning Staff, and is currently assigned to the DOT Office of the Assistant Secretary for Environment and Urban Systems. These assignments, she feels, give her a chance to study problems from the point of view of the Office of the Administrator and from the perspective of the Office of the Secretary of Transportation.

Williamson, who has an engineering background, expects to join FAA's Systems Research and Development Service after completing his training.

His assignments since enrolling in the intern program last July have included a stint with the Coast Guard's Office of Engineering, and a position with the DOT Office of the Assistant Secretary for Policy and International Affairs, Management Staff. He recently completed an assignment with the Bureau of the Budget where he worked on the Seattle Demonstration Project. Currently, he is assigned to the National Transportation Safety Board, Technical Services Branch.

Gets 'Big Picture'

"I have had an excellent opportunity to get the overall picture," he said. "Working in various offices, I have had a chance to see a number of problems from many points of view. The assignments have given me a real opportunity to see management in action."

The DOT and the FAA intern programs are similar. Both groups are given the same comprehensive orientation and take field trips together. Recently FAA and DOT interns visited New York for a briefing on the Port Authority.

Recruiting for next year's intern program is already underway. A total of 17 interns will be selected this May, four of whom are expected to begin preparing for careers with the FAA.

Hearn said the new interns will begin work in July at grades GS-5 through 11, depending on their individual situations. He emphasized that persons already working in the Department can apply for the program by contacting his office. Alex Chavrid, a member of the current group, was working in the DOT Office of the Assistant Secretary for Policy and International Affairs when selected.

Though not specifically an Equal Employment Opportunity program, the intern program is an excellent avenue for minority group members to use in moving up the Federal career ladder, according to Hearn. The current class includes five Negroes and one Oriental.

Besides Miss Sanderson, Williamson and Chavrid, other interns are Jack Anderson and Larry Davis, USCG; Yvonne Griffin, Urban Mass Transport Administration; Carla Heaton and Virginia McKee, Federal Highway Administration; and Joseph Yelverton, Federal Railroad Administration.

Leadership Potential

Getting together to discuss their careers are outstanding young people currently enrolled in the first DOT Transportation Intern Program. The interns and their "home" administrations are (from left): Yvonne Griffin, Urban Mass Transportation; Larry Davis, Coast Guard; Alex Charvrid, Office of the Secretary of Transportation; program coordinator, Leslie Hearn of the DOT Office of Personnel and Training; Virginia McKee, Federal Highway; Patricia Sanderson, FAA; and Thomas Williamson, FAA.

DOT Picks Erbe For New 4-State Regional Post

WASHINGTON — Secretary of Transportation John A. Volpe recently announced the appointment of former Iowa Governor Norman A. Erbe as the first Regional Representative of the Secretary.

Governor Erbe will be located in Seattle and will serve a region that includes the states of Washington, Idaho, Oregon and Alaska. His principal assignment will be to coordinate the activities of the Department of Transportation in the region.

"Governor Erbe brings to the Department and to his important assignment a strong background of executive, transportation and environmental experience," Secretary Volpe said. "His service as Governor of Iowa from 1961 to 1963 was marked by strong emphasis on state government planning, business procedures, highway improvement, eradication of stream pollution and an enlightened mental health treatment program. We consider ourselves extremely fortunate in obtaining his services."

After leaving public office in 1963, Governor Erbe served as president of a pharmaceutical manufacturing company and most recently as executive director of the National Paraplegia Foundation.

Governor Erbe's appointment is the first of ten Regional Representatives that eventually will be made by Secretary Volpe. The representatives will serve in the ten national regions of the Department to be established in accordance with a 1969 Executive Order by President Nixon on the reorganization of the Executive Branch.

Mrs. Fran Berra Named To Advisory Committee

LOS ANGELES—Mrs. Fran Berra, well-known Long Beach pilot and aviation enthusiast, is the newest addition to the agency's 32-member Women's Advisory Committee on Aviation.

At a special ceremony in Los Angeles recently, Mrs. Berra was welcomed to the advisory committee by Administrator John H. Shaffer. Also present was committee chairman Lauretta Foy, a Van Nuys, Calif., flight instructor and one of the only two women in the U.S. holding an FAA rating as a flight examiner for helicopters.

The Women's Advisory Committee convenes twice a year to provide recommendations to the Administrator for improving aviation facilities and services.

The committee is composed of outstanding women pilots who also are eminent representatives of the aviation community or business, education, medical or civic interests.

Organized in 1964, the committee has recommended a number of specific programs to FAA to foster development of civil aviation and improve flight safety. Among these have been the agency's Gold Seal program to encourage flight instructors to increase their proficiency and a change in format of aeronautical charts for convenient handling. The committee has also recommended revisions in air traffic control procedures and inauguration of FAA's airport beautification awards.

Welcome, Mrs. Berra!

Newest member of the FAA's Women's Advisory Committee on Aviation, Mrs. Fran Berra (center), is welcomed by Administrator John H. Shaffer and given official committee membership certificate. On hand for the occasion is Mrs. Lauretta Foy, a veteran Southern California flight instructor, who is chairman of the advisory committee.

New Aviation Safety Drive Begins in Western Region

LOS ANGELES—A new program designed to reduce general aviation accidents has been launched in the Western Region.

The program, known as the Safety Improvement Report (SIR) program, enables concerned pilots and other interested persons to point out unsafe conditions or defects in the flight environment—including deficiencies in equipment, navigational facilities, airport facilities and the behavior of fellow pilots. Tests conducted during the past year in the Southwest and Central Regions indicate the program's success. Changes to regulations, procedures and conditions benefiting aviation safety resulted.

The basis for the new program is the reporting system. The agency provides report forms to pilots on which they report deficiencies or hazards. These reports are analyzed by specialists and action is then taken to correct the condition reported. The person filing the report is advised of the corrective action.

"This new program provides the FAA with a valuable means of receiving suggestions from the aviation community for improving aviation safety," said Arvin O. Basnight, Western Region Director.

The SIR reporting card is available to the public at all FAA General Aviation District Offices, most Flight Service Stations and at airport operations offices.

FAA HORIZONS

FAA HORIZONS, the official employee publication of the U.S. Department of Transportation, Federal Aviation Administration, is published biweekly by the Employee Information Division, Office of Public Affairs, FAA, 800 Independence Ave., Washington, D.C., 20590. Telephone: WO. 2-5575. Articles of general interest to employees should be submitted directly to Regional FAA Public Affairs Officers: George Fay, Alaskan Region; Robert Fulton, Eastern Region; Jack Barker, Southern Region; Joseph Frets, Central Region; K. K. Jones, Southwest Region; Eugene Kropf, Western Region; George Miyachi, Pacific Region; Edwin Shoop Jr., NAFEC; and Mark Weaver, Aeronautical Center.

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

American Telephone and Telegraph officials (left) meet at FAA headquarters with John R. Kennedy (right), Chief of the ATS Communications Staff and Aubrey E. Cole (standing), Chief of the Command Control Systems Branch. New communications equipment was discussed with the AT&T representatives, (from left) Bob Arcaro and Jim McDonnell.

Something IS Being Done in . . . .

Communications

Aubrey E. Cole
Chief, Command Control Systems Branch

(This is the first in a series of articles on system improvements being carried out by the agency to provide better service and a technical helping hand to agency employees.)

Until a few years ago, there was only a single route for all circuits between telephone company offices and most FAA centers. Disruption anywhere along that single route was critical for the center. Under the "50-50" diversification system launched to remedy this, center circuits were split into two geographically separated routes to the telephone company's office.

Thus, disruption affecting one route left the center with half of its circuits still intact. A more recent step, prompted by the ever-increasing demands placed on the centers, was to provide all centers with two separate circuit routes between the centers and telephone offices, each providing 100 per cent accommodation of center circuits. By activating a switch at either the telephone company office or the center, rapid changeover from the failed route to the alternate operations route is effected.

Eight centers now have these 100 per cent redundant circuits with switching capability. Equipment orders and other steps have been taken preparatory to installing the system at all remaining centers.

Redundancy Program Expands

Approximately one year ago, a comparable program was started to provide 100 per cent redundancy in circuits serving major terminal radar facilities.

NASCOM daily outage reports show that 80 per cent of the failures on leased lines serving RCAGs involve a single line, regardless of the number of lines serving the RCAG site.

Two years ago, a program was initiated to provide spare control lines from centers to RCAGs with selective signal switching (SS-1) devices permitting a shift to spare lines.

To date, 189 RCAG sites have been equipped with spare lines and switching capability. Currently, 133 more are on order. By July of this year, 322 sites will have been equipped.

Spare Lines Available

Where spare lines and switching components are available, scheduled maintenance downtime has been cut to near-zero and unscheduled downtime has dropped to no more than a few minutes per incident. The time required to restore lost circuits using the spare lines and dial switching devices ranges from zero to three minutes in contrast to the many hours required to repair a troubled line. More than 800 hours of air-ground downtime have been saved thus far by this innovation.

Though this is a great improvement, loss of air-ground channels for even two or three minutes can be a serious matter . The agency asked Bell Telephone Laboratories to design a system which *instantaneously* and *automatically* restores a failed RCAG line, reducing restoration time to zero in every case. Development of such a system has been successfully accomplished and its installation is scheduled to start this fall. When the new system goes in, the old SS-1 system will be dropped.

The new system will permit elimination of FAA-owned tone signal generators which have also been the source of downtime in the RCAG remoting system. This, in turn, will allow FAA to utilize ordinary voice-quality telephone lines and eliminate troublesome, costly special conditioning on communication lines.

In yet another service improvement project, production of 285 transceivers and accessory equipment for automatic emergency backup communications at FAA centers is now proceeding under a $3,363,301 contract awarded to ITT in January.

Under that contract, ITT is turning out 150 very high frequency (VHF) and 135 ultra high frequency (UHF) transceivers (transmitters-receivers) and the necessary control stations, audio transfer panels, processors and other control equipment. Installation of the equipment will begin by the end of the year.

When fully implemented, the new backup communications equipment together with telephone system improvements, will provide virtually fail-safe communications between controllers and pilots. The new installations will help controllers handle the present traffic volume and prepare them for the traffic growth forecast.

First Phase Outlined

In the first phase of the improvement project, one VHF and one UHF transceiver will be installed at each long-range radar site and at each center building throughout the nation. An exception will be the Oakland Center area where each of the five radar sites and the center building will have four VHF and four UHF transceivers installed to serve as a full system test bed.

Under this new system, the controller will be provided with a small control panel equipped with status lamps and one button each for primary UHF and VHF channels. Upon failure of his normal radio outlet, the controller presses either the VHF or UHF button, as appropriate. This sends a signal to a solid-state processor which, in turn, selects the most suitable of several transceivers and tunes it to his desired frequency. Within ten seconds, communications capability on the desired channel will be restored.

The first phase of the project will provide at least 50 per cent coverage of a center's area. Most of the controllers in a center will have access to the emergency backup system. A second phase, already in the active planning stage, will provide 100 per cent coverage.

Cable Cuts a Problem

The agency has taken positive action to come to grips with another major cause of communication failure: cable cuts. During one three-month period in the fall of last year, 50 major cable cuts affecting FAA facilities occurred. Overhead cables serving the FAA are cut by quarry dynamiting operations and by high-rigged cotton-picking machines. Underground cables are cut by construction excavation machines.

In an effort to reduce this type of communication interruption, the agency initiated an education program in conjunction with the Associated General Contractors of America, AT&T, the U.S. Independent Telephone Association and several government offices.

Emphasis on the critical nature of air traffic control circuits which traverse the country in buried cables is stressed in the campaign aimed at reaching virtually everyone concerned with construction projects.

'Kudos' for TELCO

In FAA programs involving TELCO services, the cooperation and responsiveness of the men in AT&T and the serving companies has been excellent. Particular kudos are due those in AT&T headquarters with whom we deal every day: Jerry Langley, who occupies a desk in the ATS Communications Staff offices, Don Catlett, Frank Sweeten and the "big boss" of the FAA account, Jim Weiner, to mention only a few.

On a number of fronts, significant, measurable improvements have been made and are being made in the agency's communications to increase reliability and reduce workload.

These ongoing improvement programs are not static—they are continuing and expanding as part of FAA's efforts to meet the challenge of the future.

Circuit arrangements are discussed by John R. Kennedy, ATS Communications Staff chief, with Aubrey Cole, Chief, Command Control Systems Branch (center) and members of his branch, (from right) Bob Stevens, Felton Jackson and Kelly Feyen.

Poster used as part of an educational campaign to reduce facility outages caused by severing of circuits during excavation operations is discussed by John R. Kennedy (left) and Aubrey E. Cole of Air Traffic Service.

Original Crewmembers

Both part of the original complement of the Grand Junction, Colo., FSS when it opened in 1945, specialists Merton Smith (left) and Joe Bertrand each worked at several early radio range facilities before embarking on 25 years of duty at Grand Junction.

Early-Day Facilities Recalled By Veteran FSS Specialists

GRAND JUNCTION, Colo.—Two flight service specialists who between them worked in more than a dozen early Western radio range locations during their years with the Civil Aeronautics Administration happily picked the flight service station here for the next quarter century.

Whether they tired of the transiency of World War II years, or enjoyed the scenic mountains of Colorado, or their challenging new assignment, Merton Smith and Joe Bertrand finally settled here. They recently celebrated their 25th year at the Grand Junction FSS.

Looking back, Specialist Mert Smith can recall early assignments as a communicator beginning in 1940 with radio range stations (predecessor of the agency's present FSSs) at: Granger, Wyo.; Marshall, Mo.; Spearfish, S.D.; Chadron, Neb.; various Alaskan locations; and Garden City and Wichita, Kan., before reporting to Grand Junction.

His long-time associate, Joe Bertrand, also came aboard in 1940 and worked at stations in: Anthony, Kan.; Montezuma, Iowa; Parco, Wyo.; Dodge City, Kan.; Rock Springs and Sinclair, Wyo.; and ultimately Grand Junction.

Anecdotes by the now confirmed Grand Junctioneers include memories of pioneering there—for instance, the way the water supply used to be delivered by truck. In the eary days, the FSS at Grand Junction was the warmest spot on the airport, which attracted numerous airline pasengers who chose to wait for their flights at the station's quarters rather than in the chilly terminal. The present FSS is located in the administration building and ranks among the nicest and most modern in the country.

Area pilots, who have become accustomed to the calm voices of "Mert and Joe," know they can rely on some 60 years of experience from the pair of specialists. Each has been credited with lending many a helpful hand toward getting pilots over the Colorado mountains and safely across the badlands section of southern Utah.

The pilots also know that Specialists Smith and Bertrand can come up with the right guidance to answer almost every emergency.

New Emission Standards Are Proposed for Aircraft

WASHINGTON—An advance notice of proposed rule making soliciting comments from the aviation community and the general public concerning the establishment of aircraft engine emission standards has been issued by the FAA.

"Studies conducted by various agencies indicate that only about one per cent of the total air pollution in this country may be attributed to aircraft engine emissions," said Secretary of Transportation John A. Volpe. "Still, we believe further progress is possible in this area and it should be encouraged through the establishment of engine emission standards which are both technically and economically feasible."

Administrator John H. Shaffer said the rule making action under consideration by his agency is only one of a number of steps being taken by the Federal Government to reduce pollution from aircraft engines. Others include:

• The Departments of Transportation and Health, Education and Welfare obtained an agreement from the major air carriers in January to eliminate substantially the visible pollution (smoke) from most JT8D engines by the end of 1972 by installing a redesigned burner can. This engine, used on the DC-9, B-727 and B-737, is considered one of the worst smoke-producing jet turbines in use today.

• The FAA is participating in a cooperative Government-industry effort to establish a standard smoke measurement technique. This technique has been coordinated throughout Government and industry and will be released shortly by the Society for Automotive Engineers as an Aerospace Recommended Practice.

• The FAA will shortly announce a contract award for a 17-month study to establish design criteria for the control and reduction of nitrogen oxides, one of the invisible pollutants emitted by jet engines.

The Administrator said that despite these efforts there is no guarantee jet engine pollutants can be reduced to their desirable minimums without further Government stimulation.

The agency, therefore, is soliciting comments relevant to the establishment of engine emission standards.

Wolfe Named CR Chief in Pacific

HONOLULU—A 46 year-old native of Oxford, O., who found a home in the islands while serving there as a World War II Marine has been named Civil Rights Officer for the Pacific Region of FAA. He is Scott W. Wolfe, who returned from military service in the Hawaiian Islands just long enough to graduate from his hometown's Miami University in 1949. Then he returned to Hawaii to embark on a career in social work.

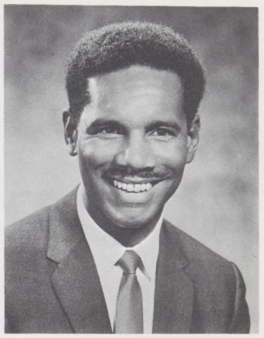
He began as a recreation leader with the Salvation Army Facilities for Children, on Oahu, and progressed to assistant administrator. In 1968 he became Administrator of Paroles and Pardons for Hawaii, a position he held until he became the FAA Civil Rights Officer.

In the midst of two decades of service, Wolfe—father of four teenagers and an adult son now in the U.S. Navy—earned his master's degree in social administration from Case-Western Reserve University. His wife, Alice, teaches emotionally handicapped children at the Lanakila Elementary School.

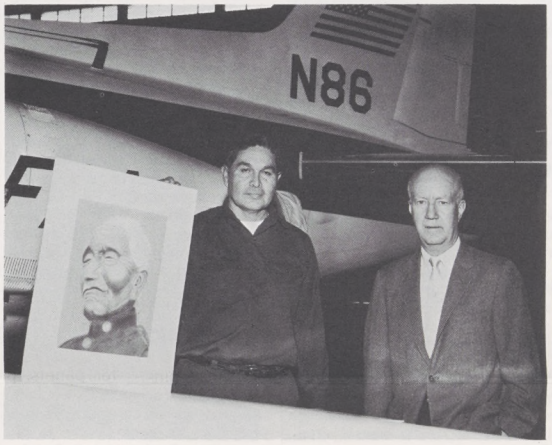
In announcing Wolfe's appointment, Pacific Region Director Phillip M. Swatek stated: "In Scott Wolfe, we have a man who knows both the national problem and the problem here. He has a record of solid accomplishment in dealing with Americans of all kinds and all the peoples of the Pacific. We are fortunate to have him."

The islands have long had the reputation of being a compact area in which many races have mixed and mingled happily through the years. However, the 50th State is not without need for civil rights leadership now, Director Swatek commented.

"The most urgent problem the Nation faces at home involves relations between different kinds of Americans, the opportunities different Americans have, the rights they have, and the belief that they are the same for all," he said.



Scott W. Wolfe



Famous Grandfather

Holding a picture of his grandfather, famed Indian scout I-See-O, is FAA aircraft mechanic Allen Tahbonemah (left) of the Aeronautical Center. With him is his boss, Ken Sala, Chief, Line Operations Branch, Aircraft Service Base. The picture was given to Tahbonemah during dedication ceremonies of I-See-O Hall, the first major building at Fort Sill, Okla., to be named after an Indian. I-See-O served with the army for 39 years.

Major Airports' Power Problems Being Appraised

WASHINGTON—A $393,724 contract has been awarded by the FAA to the Bechtel Corporation of Los Angeles to study means for improving electrical power distribution systems at the nation's major airports in an effort to forestall future power blackouts at those locations.

As part of the one-year study, the contractor will survey electrical power systems at ten major airports with particular emphasis on improving the reliability and maintainability of such systems.

Airports to be surveyed are: Kennedy International and La-Guardia in New York, Chicago O'Hare, Los Angeles International, San Francisco International, Logan International in Boston, Miami International, Detroit Metropolitan, Philadelphia International and Dulles International.

Following the survey, the contractor will submit an electrical system standard for use at major U.S. airports that will include detailed electrical designs, recommended maintenance and operating procedures, and the estimated cost for implementing standards at new locations and for modifications at the ten airports surveyed.

Agency Honors Aero Clubs

WASHINGTON — Forty-three per cent of all active U.S. Air Force Aero Clubs were honored Apr. 16 by the FAA for completing a full year of flight operations in 1969 without a single aircraft accident.

Administrator John H. Shaffer presented the FAA Flight Safety Award certificates to the 33 winning clubs in a special ceremony at FAA Headquarters.

The awards were first presented in 1964 as a part of a joint USAF-FAA program to promote improved aviation safety through special recognition of Air Force flying clubs with a record of no accidents or incidents.

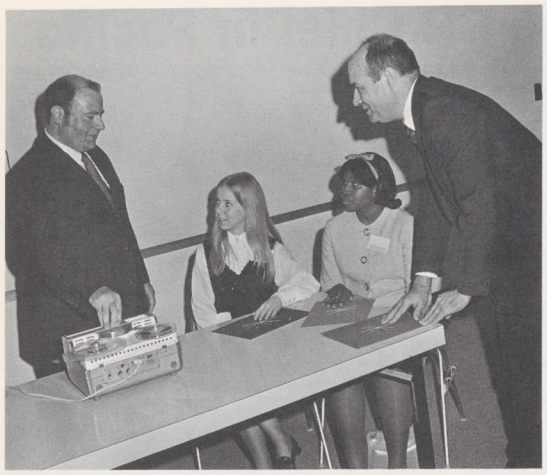
In the 76 Air Force Aero Clubs in operation during 1969, there were approximately 10,347 officer and enlisted members. They operated 424 government and civil light aircraft and flew approximately 265,439 hours.

Improvements in the club's operational safety are attributed mainly to centralized club management and efforts of individual commanders to provide more effective direction and guidance for club activities.

Other factors contributing to improved safety among the clubs are the use of full-time club manager/instructors, revised Air Force regulations for club operations, improved maintenance and training, and greater participation by senior Air Force pilots. There also was closer coordination with FAA inspectors.

Seeing Stars

Actor Hal Holbrook (left) appears in a new motion picture for television, "A Clear and Present Danger," with Burbank Tower Controller Tom Davis. Davis wrote the radio dialogue for a scene calling for Holbrook to fly an approach to Burbank and also appeared in the tower scene along with Controllers Jim Falwell, Joe Palumbo, Roy Killgore and Paul Snider. Controllers' guest fees totaling $600 went to the Wagenveld Heart Fund.



'Looking' at Airways

Explaining the structure of the high altitude airways to blind students is Atlanta Tower controller Irvin Vodovoz (left). Listening and touching the tactile aids prepared by Vodovoz are (from left) Susanne Bridges of Columbia, S. C.; Barbara Walker, Macon, Ga.; and Dr. Arthur Lown, who is also blind and is coordinator for the Atlanta Public School System's services for the visually impaired.

Atlanta Controller's Skill Helps Blind to 'See' Airways

ATLANTA—How can you explain air traffic control to youngsters who have never seen the sky? How can you give blind students some understanding of radar, navaids and high-speed aircraft?

Ask Irvin Vodovoz, a controller at the Atlanta Tower. Vodovoz recently gave a briefing on the FAA to more than 400 blind and partially-sighted high school students from ten southeastern states. The students were taking part in the Atlanta Public School's Southeastern Career Day program.

"It was a real challenge," Vodovoz said. "Those kids were a real inspiration to me and I was amazed at the high degree of interest and the level of intelligence reflected by their questions."

Vodovoz guided the young visitors on a colorful "verbal" tour of the facility, giving each a simple but effective aid to examine while he was talking. The tactile aids—and for those with some sight, visual aids—were made of brightly-colored construction paper. One of the aids, for example, was a "sunburst" of white thread sewn on paper to illustrate radials in the high altitude airways structure.

While students ran their fingers along the threads representing the radials, Vodovoz explained the function of low-altitude and high-altitude airways. He likened the airways to "freeways in the skies," complete with "signs," "access roads" and "parking places."

Vodovoz outlined the agency's mission in terms of "five A's"—aircraft, airmen, airports, airways and air traffic. He also explained the function of various navaids.

To give further depth to his explanation of air traffic control, he played a tape recording of the voices of controllers and pilots during actual air traffic control situations.

He also gave the students details on the many career opportunities available in FAA and the aviation industry.

Vodovoz has established himself as a capable lecturer and instructor at the Atlanta Tower. On his own time, he recently developed and conducted a rapid reading course. The entire controller complement at the tower enthusiastically took the course.

Tower Chief Lester Shipp worked closely with the Atlanta schools and with Vodovoz in arranging the orientation for the handicapped students.

Coordinator of the program for the schools is Dr. Arthur Lown who, though totally blind, dedicated his life to helping prepare visually-impaired youngsters to make their own way in a "seeing world."

New Air Smoking Curbs Pondered

By Irv Ripps

WASHINGTON — An advance notice of proposed rule-making asking the public to comment on whether smoking should be further restricted aboard passenger-carrying aircraft has been issued by the FAA.

"The public health question is the paramount issue in this proposed rule-making action," Secretary of Transportation John A. Volpe said. "Specifically, the central issue is the question of the extent of harm to the health of non-smokers exposed to tobacco smoke in the passenger compartment."

Current FAA rules prohibit smoking on passenger flights only when flights are taking off and landing.

Shaffer Explains

Administrator John H. Shaffer said, "This initial rule-making action stems principally from two recent petitions regarding smoking of cigarettes, cigars, and pipes aboard passenger transports. One petition, which cites a number of supporting medical references and other reports, requests the FAA to ban smoking altogether, by both passenger and crew, on all passenger-carrying flights. A second petition requests segregation of smokers from non-smokers on domestic air carriers."

Both petitions state that non-smokers are forced to breathe smoke-contaminated air in the passenger cabin and this air may be injurious to the health of any non-smoker, including non-smokers with pre-existing allergies and other medical conditions. The claim is also made that smoking is an annoyance and a discomfort to non-smokers and thus comprises discrimination against non-smokers. The first petition also claims that smoking poses a serious fire threat in the passenger cabin and smoking by flight crew-members can adversely affect their performance in the cockpit.

Firm Evidence Unavailable

In FAA's view, smoking does not create any significant hazard to flight safety. Accident investigation records of the National Transportation Safety Board (NTSB), the agency responsible for aircraft accident investigation, contain no firm evidence to support the claim of one of the petitioners that certain aircraft accidents, cited in his petition, were caused by or related to tobacco smoking.

It is unlikely, FAA believes, that fire of any significance can occur in an aircraft because of smoking. Air transport cabin interiors are designed on the basis of fire resistance standards requiring materials with self-extinguishing flammability features so that in the event a fire does occur, it will remain small and can easily be put out with a hand extinguisher.

The agency further states that there is little, if any, danger of fire on the rare occasions, such as high altitude decompression, when oxygen may have to be dispensed in the cabin. Whenever this is necessary, smoking is not allowed.

FAA is of the opinion, however, said Shaffer, "that it is highly desirable to explore, in depth, the extent to which exposure to tobacco smoke may be harmful to non-smokers. It lies within the statutory authority of the FAA to prescribe such rules as may be necessary to protect non-smokers from tobacco smoke aboard aircraft operated by air carriers, air travel clubs, and commercial operators of large aircraft. Before doing so, however, FAA wants to obtain wider public participation in such rule-making and to gather additional viewpoints above those proposed by the petitioners."

In particular FAA would like to hear comments from air travelers, aircraft operators, crewmembers, aircraft manufacturers, medical and technical experts, and other interested persons on the following questions:

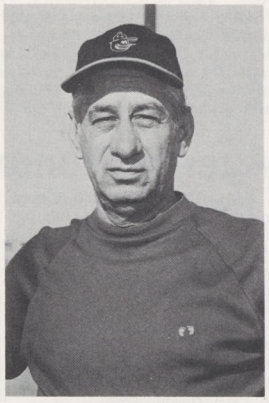
Medical Evidence

- On the basis of medical evidence, is exposure to tobacco smoke in transport aircraft, assuming normal ventilation, so injurious to the health of non-smokers as to justify rule-making that would provide relief such as separating smokers from non-smokers in the passenger compartment?
- If relief should be provided for non-smoking passengers, would it be practicable to provide it by separating smokers from non-smokers in the passenger compartment? By confining smokers to the rear of the cabin, or to one side? Would a movable partition be feasible?
- Could an increase in the ventilation rate in the pasenger cabin, or an improvement in filtering, or both, adequately reduce the non-smokers' exposure to tobacco smoke?
- Short of prohibiting smoking entirely, is there any other means of protecting the non-smoker from tobacco smoke?

Pertinent to the question of smoking aboard passenger planes is a joint study undertaken by the FAA, Department of Health, Education and Welfare, and Defense Department to measure the amounts of tobacco smoke contaminants in air transport aircraft engaged in the carriage of military personnel and their dependents. Researchers also will check the efficiency of existing air circulation systems aboard transport planes and obtain data on the personal attitudes of passengers toward smoking.

FAAer Is Scout for Orioles

McALLEN, TEX.—Joseph Benson, Specialist at the McAllen FSS, sees at least 80 baseball games a year—and for good reason. In his spare time, he is a scout for the Baltimore Orioles.



Joe Benson

Benson comes naturally by his scouting aptitude. He has been playing baseball since he was in high school and at one time signed with the Chicago White Sox. He has also played professional baseball for Corpus Christi and semi-pro ball throughout South Texas.

For the last four years he has been scouting for the Orioles, watching games in the Rio Grande Valley, plus a few in Houston and San Antonio and an occasional one on television.

Benson, who has been with the agency for 13 years, says that baseball scouting is not as easy as it was a few years ago. There are fewer baseball teams and leagues now and the baseball draft has changed selection methods.

But he says baseball is in his blood and scouting is a good tonic.

In 1957, he began work with the FAA at the Alice, Tex., FSS.

Benson is fluent in Spanish and this has proved an asset in communicating with pilots from Mexico.

Texas EMDO Wins Recognition

SAN ANTONIO—The San Antonio Engineering and Manufacturing District Office (EMDO) has been named the Southwest Region's Flight Standards "Field Office of the Year" for its pioneer work in certificating a new kind of airplane that involved learning another technology.

Introduction of the new Windecker "plastic plane" brought with it revolutionary and innovative approaches to aircraft design and production techniques which had to be thoroughly grasped by EMDO personnel.

Through intensive study and review of all aspects of the new aircraft, EMDO inspectors were able to establish the foundation required for issuance of a type certificate for the new aircraft late in 1969. This was done with a record of superior work output and without paid overtime.

The EMDO concurrently was engaged in a type certification program for two new models of aircraft being produced by Swearingen Aircraft.

The San Antonio staff consists of Claude A. Bandy, Supervisory Inspector and Inspectors James F. Clarke, John F. Selgrath and Francis Stouffer, the latter having joined the office early this year. Mary L. Smith is the aviation clerk in the office.

Regional Winners

The staff of the San Antonio EMDO admires handsome plaque their Flight Standards facility earned as the outstanding facility in the Southwest Region during 1969. They are (from left): James F. Clarke, Claude A. Bandy, Francis Stouffer, Mary L. Smith and John F. Selgrath.

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: What distinguishes conditions requiring telephone availability from those requiring routine duty of a regularly scheduled and recurring nature for which funds are normally budgeted and paid to the employee as annual standby premium pay?

Answer: Employees may be assigned to scheduled standby duty when: facility operational requirements are so critical to the national airspace system that failure would require immediate restoration activities; and workload and frequency of restoration activities does not justify 24-hour staffing. Under these conditions, an employee on standby duty must remain at a designated duty point at all scheduled times to assure his immediate response. He does not receive overtime if he is called back during the scheduled period. Bear in mind that standby pay is in lieu of, and not in addition to, any holiday, night differential or Sunday premium pay that an employee might otherwise receive during both his regular hours of duty and his standby hours of duty.

When requirements are not as critical, telephone availability status may be used. Telephone availability does not require immediate response, nor does it require any employee to remain at a designated duty point. Under these conditions, an employee receives overtime if he is called back to work. Order 3350.8, "Standby and Telephone Availability Policy," contains full details on pay administration policy.

Another difference between scheduled standby duty and telephone availability status is the rigid scheduling involved. Since standby premium pay is computed on an annual basis and the same amount is included in each pay period, the technician must "take the duty" as scheduled. He cannot (except in an emergency) adjust or "swap off" scheduled standby duty as can be done with telephone availability schedules.

Question: Does the FAA enforce handbook instructions regarding time limits on processing employee suggestions?

Answer: Paragraph 76 of Handbook 3450.7A sets time limitations on the usual processing of suggestions. Paragraph 81.c.(2) also requires the use of a mail control, FAA Form 1828, as a means of controlling processing time. This is intended to be an internal self-control for supervisors, evaluators and coordinators. All suggestions cannot be processed within the established time limit guides because some require more time to evaluate. The agency is concerned that evaluators and coordinators accept their responsibility to keep the suggester informed of the status of his suggestion. A training program planned for supervisors, coordinators and evaluators will help assure this.

Question: I was scheduled for my annual performance rating in December 1969 but I was promoted two months earlier in October. When should I receive my next rating?

Answer: In October 1970. Although the period of service for a performance rating is usually one year, the promotion action changes the rating date. This is because an employee who is promoted receives an automatic "satisfactory" rating on the date his promotion action takes effect. See 3430.3, Evaluating and Improving Employee Performance, paragraph 22, for more details.

Question I am required to drive a Government vehicle. In order to obtain a Government driver's license I must have a state driver's license, something I don't have. May I be granted excused absence from my job to obtain a state driver's license?

Answer: Excused absence cannot be authorized to obtain a state driver's license. Supervisors may excuse employees for brief absences of less than one hour but the only reasons for which Federal employees are authorized excused absence for longer periods, are based on laws, executive orders, Comptroller General decisions and/or Civil Service Regulations. These reasons can be found in paragraph 78 of the Absence and Leave Handbook, PT P 3600.2.

Question: In the Mar. 16, 1970 "Direct Line," you answered a question concerning lodging facilities that reduce their rates after 30 days while guests are attending the FAA Academy. Are these rates in line with FAA reduced rates?

Answer: Yes. Recent contact with officials at the Academy has reaffirmed that reduced rates at the lodging facilities are in line with FAA reduced rates. Homer Parks, AC-910, may be contacted for current information concerning these facilities.

Question: On inter-region and intra-region "mutual transfers," who pays transportation costs—the Government or the employees who mutually agree to swap duty assignments?

Answer: Since mutual transfers are normally effected for the convenience and benefit of the employees involved, travel and transportation costs are paid by the employees who agree to exchange positions. See PT P 3330.9. Internal Placement, Chapter 3, for additional information.

Awards

(Continued from Page 1)

their facility's performance, productivity, technical contributions, public relations and employee morale. Among other factors taken into consideration are the sectors' safety records, training programs, career development programs, noteworthy accomplishments and utilization of resources. The degree to which the recognition and awards program is carried out in the sectors is also given consideration.

Will Get Plaque

The sector winning the national award will receive a large steel plaque, suitably engraved. Similar engraved plaques will be awarded to each of the seven winning regional sectors by that sector's regional director.

The first group of winning sectors will be honored for its performance during Calendar 1969. Subsequent programs will be conducted annually on a Calendar year basis. Deadline for the 1970 nominations is Mar. 1, 1971.

Additional details on the program can be found in Order 3450.21A dated Sept. 30, 1969.

To Improve Enforcement

Ways to improve investigation and reporting of violations are explained to Eastern Region supervising and principal inspectors by Jerry Geraci (standing), of Eastern Region Flight Standards. Group was attending a two-day General Aviation Compliance Enforcement Workshop. Workshops also were held in Cleveland, Boston and Washington Area Offices.

Research

(Continued from Page 1)

input signals required of such Category III equipment as flare computers and de-crab computers.

A visual approach display is expected to be added in the near future.

Other uses foreseen for the simulator include testing effects of wake vortices on transports and maneuverability of transports on instrument approaches.

The simulator is driven by three analogue computers. Eventually, it is also planned to hook it up to a Sigma 5 digital computer.

Besides the control cabin itself and the computer installation, the facility includes a measurement complex which collects performance data on the equipment under evaluation, plus pilot performance.

The facility also includes a program control console where major operations and continuous monitoring of simulated flights are handled. It includes a plotter, two eight-channel recorders and certain flight instruments.

Manager of the facility is Harry M. Halvorsen, who first started in flight simulation during World War II on Link trainers with the Navy.

Tops in Dixie

Receiving the Southern Region's Flight Standards Field Office Award for 1969 is Frank Wignall (left), Supervising Inspector (Operations) of the winning St. Petersburg GADO. Presentation was made by Gordon Williams (right), Southern Region Deputy Director.

St. Petersburg GADO Earns Regional Honor

ST. PETERSBURG, FLA.— Assistance rendered during the Apollo 11 and 12 "Moonshots" and a number of highly successful aircraft maintenance safety clinics gained for the St. Petersburg GADO the distinction of "Flight Standards Field Office of the Year" for the Southern Region.

GADO 8, situated at the St. Petersburg-Clearwater Airport, was also cited for its exceptional efficiency and economy of operations, and for its outstanding public relations program.

The GADO was singled out for the honor by a regional office panel which considered 21 field offices in the seven southeastern states and the Caribbean area in making the decision.

The regional plaque was recently presented to Frank Wignall, the GADO's supervising inspector, by Gordon Williams, Southern Region Deputy Director.

In making the presentation, Williams called attention to GADO 8's excellent coordination and surveillance of the record volume of air traffic generated by the Apollo 11 and 12 "Moonshots" and the excellence of the facility's flight instructor-pilot examiner upgrading programs.

Williams said the GADO was also being honored for its continued series of meetings with agricultural aerial applicators and representatives of flying schools and air taxi operators.

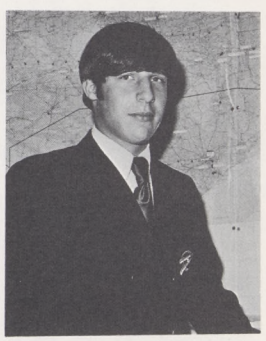
The honor was accorded in connection with an ongoing, agency-wide program aimed at giving annual recognition to outstanding Flight Standards field facilities on the basis of overall operational performance, particularly in contributions to improved flight safety.

Besides Supervising Inspector Wignall, the GADO is made up of the following inspectors: Oiva E. Karvonen, Gerald W. Bishop, Thomas E. Mobley, Jr., Thomas M. Smith, Robert Q. Trout, Richard H. Wilcox, Benjamin E. Reuther, Sherman L. Tinkham, and Russell Turvey. Marjorie Burmaster is the secretary in the office and Lynn Dougherty and Naomi Ambrosino are the clerk stenographers.

Reorganization

(Continued from Page 1)

The Logistics Service retained those functions pertaining to procurement and materiel management policy. Responsibility for executive direction of the Service was shifted, however, from the Associate Administrator for Development to the Associate Administrator for Administration, Clarke Harper.



Apollo 13 Witness

Dwight (Willie) Willis, president of FAA-sponsored Aviation Explorer Post 747, has his mind on the Apollo 13 launch as he stands in front of a map of the FAA's Southwest Region. He was a NASA guest at the Cape to witness the launch Apr. 11 of the problem-beset recent flight.

William A. Bradshaw, Jr., at the head of the table, Chief of the Civil Rights Staff in the Alaskan Region, presides over an EEO Committee meeting. Members of the committee are (left to right) Lyle K. Brown, Director of the Alaskan Region; Mrs. Ray M. (Marcelle) Phillips, General Supply Assistant; Wallace Leask, Supervisory Air Traffic Control Specialist; Bradshaw, Desmond Edwards, EEO Specialist; John Costello, Air Traffic Control Specialist (general), and Mrs. Thomas A. (Judy) Morrison, civil rights clerk.

Freeman Lathan, air traffic control specialist, made two appearances as a member of the speakers bureau. He talked to the Spenard Rotary Club and he appeared on a 15-minute TV program. Here he is shown working traffic at the new Air Route Traffic Control Center.

Alaskan Region Marks . . .

NEGRO HISTORY WEEK

A far-ranging program aimed at stressing the contributions to America made by Negroes and other minority members recently won special commendations for the Alaskan Region from the Civil Service Commission.

The recent week-long program saluting "American Negro History Week," in the 49th state was singled out for special mention by Robert E. Hampton, CSC Chairman.

"The FAA is to be commended for its efforts in promoting the observance of American Negro History Week," Hampton said. "Programs of this kind have particular significance and value in creating better understanding and developing a stronger equal employment opportunity program."

Five Negroes who work for the DOT—four FAAers and one from the NTSB—set up a speakers' bureau which addressed civic clubs in Anchorage and Fairbanks. Panel discussions and meetings with civic leaders also were conducted.

Frank Austin, an air traffic control specialist at Merrill Field, spoke to Rotary International Clubs in Anchorage and Fairbanks. Runnerup in the recently concluded competition conducted by the Anchorage Federal Executive Association to select the "outstanding man of the year," Austin discussed the need for supporting programs that help disadvantaged children keep pace in the classroom with more fortunate children.

A highlight of the week's activity was a panel discussion arranged by the Greater Anchorage Chamber of Commerce to examine the problems of minorities who live in Alaska's largest city.

William A. Bradshaw, the Region's Civil Rights Staff Officer, and Desmond Edwards, the EEO Specialist, were two of the three panelists; Carl Lamarr, a school teacher, was the third. George T. Fay, the Public Affairs Officer, served as moderator.

Bradshaw stressed the need for communication as a means of problem solving. He said that dialogue between the white and black segments of the population had been "inadequate" in the past, and that "a sounding board of all minorities" should be set up to increase communications in the community."

Edwards commented on the problems that a member of a minority group experiences when he enters the working world. "It is a traumatic experience," he explained. "He is unprepared for the white world. When a minority group member is turned down for a job, or given a tokenism job, frustration is created."

Another FAAer who appeared two times on behalf of "American Negro History Week" was Freeman Lathan, an air traffic controller at the Anchorage Center. Lathan discussed the importance of removing barriers to equal opportunity in obtaining housing that minorities encounter throughout the nation. "The problem is much less here," he emphasized. He made these comments to the Spenard Rotary Club, and on a 15-minute television program.

Larry Campbell, an accident investigator with the NTSB, told the Mt. McKinley Lions Club that "our American history has been scandalously distorted in the past, so that the Negro has been isolated from the main themes of American history and the historical education of our American youth."

Campbell added: "Our struggle for equality is revolutionary, but not in the traditional sense. It is fundamentally cultural in that we ask that our humanity be recognized and politically we ask full participation in the fruits of American society."

Frank Austin, ATC Specialist at Merrill Field Tower in Anchorage was among those who participated in the Alaskan Region's "American Negro History Week" program. Here he explains FAA's Equal Employment Opportunity program to the Anchorage Rotary Club, whose president, Ed McElligott, is at left. Austin spoke to Fairbanks Rotarians the following week.

Desmond Edwards (at lectern), FAA EEO Specialist, explains FAA's recruitment program for Alaskan minority group members during a Chamber of Commerce panel discussion. Others pictured are (left to right) William Bradshaw, Chief of FAA's Civil Rights Staff; Jim Campbell, Chamber of Commerce president and Carl Lamarr, an Anchorage teacher.