



HORIZONS

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Unit Citation Awarded

A Unit Citation was awarded recently to Terminal Radar Unit Chief Carl E. Peterson by his boss, Franklin D. Stobbe (right), Chief, Airway Facilities Sector 224 at Anderson AFB, Guam. Unit maintenance technicians looking on are (from left) Samuel K. Murakami, Ernest Perry, Jr. and Herbert Plowman. The unit was commended after technicians replaced a precision approach radar under difficult circumstances.

ATC Staffing Survey Is Underway

WASHINGTON—An action plan designed to develop staffing standards for air traffic control facilities is moving into high gear as studies of what constitutes a normal day's work get underway at the Jacksonville Tower and Fort Worth Center.

The normal workload for the typical controller is the primary building block for the program which is looking at the air traffic control job from the controller's point of view.

In a letter recently sent to the heads of offices and services and the regional and center directors, the Administrator stressed the importance of this program by characterizing it as being of "a high priority nature."

At field facilities being studied, controllers themselves are helping management evaluate various jobs in terms of pace and work load volume.

Practical, interim standards are scheduled to be developed by August by the Air Traffic Staffing Task Force under the direction of a steering committee chaired by Clarke Harper, Associate Administrator for Administration.

Staffing requirements will be based on two realistic considerations: how much work can a controller normally do and how much work there is to be done. Put in another way, the considerations are the controller's workload and a profile of predicted traffic. Fa-

cility staffing standards will use the peak shift hour as a base so that controllers working at their normal pace will be able to handle the traffic at all times.

In designing the staffing stand-

ards, time will be allowed for rest periods, on-the-job training, FAM trips and other requirements.

When traffic expectations and a peak effort is required, ways to (Continued on Page 7)



Cited by ESSA

Administrator John H. Shaffer congratulates Edward C. Krupinski (right), Acting Chief, Air Traffic Service Operations and Procedures Division, on receiving a plaque from ESSA Weather Bureau for ATS's outstanding support of the Barbados Oceanographic and Meteorological Experiment (BO-MEX) last summer. At left is William M. Fiener, Director of Air Traffic Service. ATS control experts coordinated with Barbados and Trinidad governments in establishing a control zone over the wide research area and in training native controllers.

Guam Maintenance Sector Is Awarded Special Citation

GUAM—For working around the clock to meet a deadline required by Headquarters, 8th Air Force, maintenance men of the Terminal Radar Unit, Airway Facilities Sector 224, recently were awarded a Unit Citation.

Employees of the unit were commended for "tireless dedication and fine attention to detail during replacement of the FPN-16 precision approach radar."

The citation, awarded by Sector Chief Franklin D. Stobbe, was accepted by Unit Chief Carl E. Peterson.

Stobbe called attention to the fact that although men of the Terminal Radar Unit have taken part in several such installations, in this instance the work was done under very difficult conditions. To do the job it was necessary to perform depot level repair of the entire azimuth antenna array.

The accomplishment is typical of the support given by the agency to the 8th Air Force as it deploys daily B-52 bomber missions over Southeast Asia.

Besides Peterson, technicians assigned to the unit are: Roy Anderson, Edward J. Balmos, Paul

Bucich, Gunichi Ishimoto, Samuel K. Murakami, Ernest Perry, Jr., Herbert Plowman, Wayne E. Purvis, John L. Tucker, Thomas L. Antles, Donald J. Phillips and John H. Corbett.



In Major Jobs

Secretary of Transportation Volpe meets with DOT minority group members holding supergrade positions. Included in group are FAA representatives Quentin S. Taylor (seated, second from left), Director, Office of Civil Rights; and Benjamin Darden (standing, second from left) Director, Office of Aviation Policy and Plans. At the time the Secretary took office, there were no minority group members holding supergrade positions in DOT.

At the time, the Secretary expressed dismay at the Department's poor minority employment record and the fact that not a single black person held a Presidential appointee post or supergrade position within DOT.

Present minority holders of supergrades within the DOT are:

• FAA—Quentin S. Taylor, Director, Office of Civil Rights; Benjamin Darden, Director, Office of Aviation Policy and Plans.

• Office of the Secretary—James A. Washington, Jr., General Coun-

(Continued on Page 7)

DOT Outranks All Agencies In Key Minority Job Totals

WASHINGTON—The Department of Transportation now has more minority group members holding supergrade positions than any other Federal agency.

There are now 13 minority members holding DOT positions with ratings of GS-16 or above and earning salaries of \$26,547 or more, including one Presidential appointee.

At the time Secretary of Transportation John A. Volpe took office in January 1969, there were no members of minority groups holding key DOT positions.

Top AF Sectors Honored In Recognition Program

WASHINGTON—Area winners have been announced in a new agency program to recognize the accomplishments of Airway Facilities personnel. Names of winning regional sectors, selected from the list of area winners, will be announced later this month. This announcement will be followed by the naming of the National Airway Facilities Sector of the Year winner.

The 24 winning sectors have been selected by the areas from all 377 FAA sectors eligible for award consideration.

The performance of the entire sector in a number of categories is used as the basis for the selections. The facility's productivity, technical contributions, public relations and employee morale are among the factors taken into consideration. Others are training programs, safety record, career development programs, noteworthy accomplishments and efficient utilization resources.

Winning area sectors, listed below by regions, are followed in each case by the name of the sector chief.

CENTRAL REGION—Kansas City Area, Des Moines, Iowa AFS, Orville L. Corley, Jr.; Chicago Area, Aurora Center AFS, Gerry L. Fasig; and Minneapolis Area, Bismarck, N. Dak., AFS, Charles E. White.

SOUTHWEST REGION—Albuquerque Area, Lubbock, Tex., AFS, James Chandler; Fort Worth Area, Dallas AFS, Tom Gardner; and Houston Area, Shreveport, La.,

AFS, Ralph Payne.
WESTERN REGION—Los Angeles Area, Edwards AFB AFS, Fred V. Carpenter; Palmdale AFS, Wallace E. Ward; San Francisco Area, Red Bluff, Calif., AFS, Kermit S. Imbsahl; Seattle Area, Spokane AFS, Clyde E. Brookman, Jr.; Salt Lake City Area, Fallon, Nev., AFS, Wayne J. Barlow; and Denver Area, Worland, Wyo., AFS, John H. Welch.

SOUTHERN REGION—Miami Area, Miami Center AFS, Eugene Mickel; Memphis Area, Memphis Center AFS, John R. Johnson; Atlanta Area, Florence, S. C., AFS, John H. Todd, Jr.; and Balboa Area, Telfers Island, Canal Zone AFS, John D. Smith.

EASTERN REGION—Cleveland Area, Covington, Ky., AFS, Scott Shockey; Boston Area, Providence, R.I., AFS, John Eaton; New York Area, New York Common IFR Room AFS, Fred Liebe, and Washington Area, Roanoke, Va., AFS, Erv Hagemes.

ALASKAN REGION—Juneau Area, Juneau AFS, Robert L. Mell and Gordon W. Meyer; Anchorage Area, Anchorage International AFS, Wayland Lipscomb; and Fairbanks Area, Big Delta AFS, James D. Long.

PACIFIC REGION—Hoolahua, Molokai AFS, Herbert O. Williams.

Airline Captain Honored by FAA

ATLANTA—Captain Herbert F. Kerr, Jr., a Delta Air Lines pilot who saved the life of his first officer and probably prevented a fatal accident following explosive decompression in flight, has received the FAA's Award for Distinguished Service at the airline's headquarters here.

The award, consisting of a silver medal, lapel rosette and engraved certificate, was presented Apr. 27 by Administrator John H. Shaffer in Atlanta.

Captain Kerr was honored for his "exceptional heroism, quick-thinking and positive action" during an inflight emergency last Feb. 3. Explosive decompression oc-

(Continued on Page 7)

Christopher Terry, Atlanta minority group contractor, signs "Section 8(a) Program" sub-contract, initiated by FAA Southern Region and the first such contract to be let by a DOT agency under the President's Minority Business Enterprise program. Witnessing Terry's signature on this historic document are Wiley Messick (left), Southeastern Area Administrator, Small Business Administration; and Southern Region Director James Rogers.



FAA Boosts Minority Businesses

By Gerrie Cook

The Southern Region recently awarded Christopher Terry, an Atlanta minority group contractor, the first contract to be let by an agency of the Department of Transportation under President Nixon's recently re-emphasized Minority Business Enterprise program—better known as the Small Business Administration's "Section 8(a) Program."

Under the contract, Terry will perform maintenance and overall housekeeping for 31 sub-facilities of the Atlanta Airway Facilities Hub Sector, employing several other persons to help perform the work with agency-supplied materials.

Marking the importance of the event, regional and Washington SBA and FAA officials and Christopher Terry gathered in Director James Rogers' office here to execute FAA's contract to SBA and their sub-contract to Terry.

Signing the agency's contract to SBA was Regional Contracting Officer Charles Leigh. Joseph Zimecki, Chief, Government Contracts, Washington, signed for the SBA. Terry then signed his sub-contract in the presence of officials of both agencies. Witnessing the event were SBA Area Administrator Wiley Messick; John Scruggs, SBA Assistant Coordinator, Procurement and Management; Director Rogers and James Moncus for the FAA.

Director Rogers congratulated Terry and offered FAA's assistance in his new business venture. "FAAers believe in this program," Rogers said, "and we will continue to give it priority attention."

Zimecki expressed his pleasure "that the Department of Transportation, via the FAA Southern Region headquarters in Atlanta, has been singled out to execute the first "8(a) Program" contract within DOT.

First Such Contract for FAA

SBA Area Administrator Messick told those present, "We are just delighted to have this first contract with the DOT/FAA. This is another notable first for your agency in the Southern Region."

In December, President Nixon again stressed his deep interest in the program by advising all departments and agencies that minority business was a major concern of his Administration and directed attention to his Executive Order of Mar. 5, 1969, which established the Office of Minority Business Enterprise. During the program development, President Nixon directed that all Government departments and agencies provide full support. In the President's words, "This program has high priority on this Administration's agenda."

Acting quickly on the Presidential order, members of Atlanta's Federal Executive Board met to explore

this priority program. Still another meeting was called by the Small Business Administration in Atlanta on Feb. 6 to provide guidelines for locally-based Federal contracting offices. Representing the Southern Region at this meeting was Vernon Darley, Chief, Materiel Branch; and James Moncus, Chief, Procurement and Contracting Section.

The next day, Moncus turned over an FAA contract to SBA for \$14,800 for janitorial and maintenance services needed by some 31 facilities under the Atlanta Airway Facilities Hub Sector. At the same time, Moncus advised the SBA of FAA's knowledge of Terry's reputation for reliability and quality work, suggesting that he be given consideration for this non-competitive sub-contract. The SBA quickly checked out Terry and sub-contracted FAA's job to him.

DOT Promotes Program

On the national level, to stress DOT's interest in promoting this program, a meeting of representatives of all DOT procurement offices was convened in Washington by Secretary John Volpe Mar. 12, at which time the philosophy, importance and enthusiasm for the "8(a) Program" was expressed. Leaders of this important briefing were: Alan Dean, Assistant Secretary for Administration, DOT; Douglas L. Siegel, Director of Logistics and Procurement Management, DOT; Samuel J. Simmons, Assistant Secretary for Equal Opportunity, Department of Housing and Urban Development and Chairman, Task Force on Federal Construction Contracting for Minority Businessmen; and Gary P. Baden, Director, Public Sector, Office of Minority Businessmen, Department of Commerce, and serving on the Task Force on Federal Procure-

ment for Minority Businessmen.

The "8(a) Program" is intended to increase involvement of minority group contractors in the government's multi-billion dollar procurement program. To support this effort, the Office of Minority Business Enterprise, SBA, and a Federal task force are working closely with the Presidential staff and the Office of Equal Opportunity.

Through this gigantic effort, it is hoped that minority businesses will develop to the point where they are able to compete equally in the open market as viable, financially-sound taxpaying enterprises.

The SBA has set up procedures to collect and generate information about minority individuals and firms. To establish a reservoir of information, OMBE has arranged for the Office of Equal Opportunity to survey such firms in 50 major cities. This data goes directly to the SBA.

Agencies such as FAA, in turn, provide a "shopping list" of items or services needed that might be provided from SBA-listed minority firms. The SBA then handles investigation of minorities and contractual negotiations. For example, FAA initiates a requirement for contractual services and forwards it to the SBA. The SBA, in turn, sub-contracts the job to an eligible minority firm.

Broad Services Covered

Potential minority contracting covers a broad range of services and products—construction, cafeteria operations and management, maintenance and janitorial services, repairs, drayage, wood and sheet metal products, electronic items, food and many similar items—all used regularly by government agencies.

This program, however, in no way gives "carte blanche" to a fledgling businessman because of his minority status. His background is thoroughly investigated. Under Section 8(a) of the Small Business Administration Act, he is allowed an average of three years, with a possible one-year extension, in which to develop his business and establish himself financially to the point where he is fully capable of competing on the open market with established businesses. If, within the allotted time, his business fails to develop sufficiently, he loses his eligibility for non-competitive consideration.

During Terry's visit to Director Roger's office, the goals of this program were explained to him. Through this first "8(a)" contract, the door to a successful, secure and rewarding future had been opened for him. Terry expressed his thanks for the opportunity and predicted he would "soon be in there holding my own with the best of them."

Section 4, Executive Order 11518

... In performing the responsibilities and duties placed on it by this order, the Small Business Administration shall particularly consider the needs and interests of minority-owned small business concerns and of members of minority groups seeking entry into the business community.

—President Nixon



Mobile Grass Shack

Much leisure-time work, patience and spar varnish went into this pickup truck canopy built of native materials on Guam by Electronics Technician Don Phillips (center). Shown with Phillips beside his "little grass shack on wheels" are fellow workers Herb Plowman (left) and Tom Antles. All are with Airway Facilities Sector 224 on Guam.

Aviation Safety Aided By Flight Instructors

DENVER—The cause of aviation safety in Colorado is benefiting from an organization of flight instructors formed four years ago with the assistance and the encouragement of the FAA.

Robert H. Lewis, Supervising Inspector of the Denver GADO, and members of his staff, have worked closely with the officers of the Colorado Flight Instructor Association (CFIA) ever since it was established.

At CFIA meetings, FAA speakers are often on the program and FAA films are shown to further the organization's aim of developing higher standards of instruction.

The agency works with CFIA in connection with the special training sessions held once a month to update and broaden the technical knowledge of instructors. A typical program was a check-out flight in a Piper Comanche to assist many of the younger instructors with relatively low flight time, some of whom had never flown a retractable gear aircraft before. Other training sessions familiarized in-

structors with turbo-prop and pure jet operations.

CFIA sponsors a speakers' bureau and provides an employment referral service for instructors. A panel review board meets with instructors seeking counsel or with pilots desiring to become flight instructors. At such sessions, the determination is made as to whether applicants are ready to apply to the FAA for a flight instructor rating. The CFIA board counsels applicants and advises them on weaknesses. So far, results have been excellent and, as of this date, no one recommended by the board has failed an FAA oral. This saves both the FAA and the applicant time and assures a better-trained instructor.

At CFIA's regular monthly meetings, recent changes to pertinent FARs and proposed rule changes are reviewed, keeping members current on new developments. Informal discussions during the meetings range from such topics as flight fees to advanced aerodynamics.

Airman Builds Miniature 'Nan-6'

BRANDYWINE, Md.—With guidance and advice from FAA controllers and technicians, M/Sgt. Paris J. White has constructed a remarkably exact miniature replica of Nan-6, one of the agency's DC-3s.

The serviceman, who lives at Brandywine, spent an average of two hours of his free time daily for about six months in constructing the unique model.

White "flies" the beautifully-detailed, radio-controlled model from a heliport at Andrews AFB, where he is stationed. He said FAA inspection DC-3s were familiar sights to him when he was stationed at such fields as Davis Monthan AFB in Arizona and Otis AFB in Massachusetts during his 16 years in the Air Force.

The one-inch to one-foot scale model was built entirely of plywood and balsa. It has a wing span of 8 feet, weighs 15 pounds and is powered by two .51 cubic-inch engines. It has retractable landing gear.

"The plane's longest flight lasted 12 minutes," White said. "I'm still learning to 'fly' it but my landings aren't bad. Takeoffs are still a little rough. I have to learn to compensate for torque."

White's work in the military is in satellite communications.



Mini-Gooney Bird

This remarkably-accurate scale model of the agency's Nan-6 flight inspection DC-3 is seen with Pamela White, daughter of the man who built it. The "mini-FAA plane" is radio-controlled and required six months of painstaking effort to build. The plane, though it does not require FAA certification, is remarkably airworthy says its builder.

Wake Science Fair Held

WAKE ISLAND, M. I.—The FAA-administered school here (kindergarten through ninth grade) recently presented its first Science Fair under the leadership of Herman Heath, who teaches junior high math and science.

"Projects submitted by pupils from the third grade and higher

showed great industry, ingenuity and effort, and caused the judges to devote more time than anticipated in picking the prize winners," said Heath.

Grand prize winners were Kevin Goto, third grade, and Conrad Delenia, ninth grade. Special awards for projects on meteorology were won by students John Banjago and Gail Heath.

James Bispo, FAA Area Manager at Wake, presented prizes to the winning students.

Science Fair judges were: Capt. Ralph Harker, USAF; Emmet Johnson, FAA; Sgt. James L. Mason, USAF; Mrs. Philomena Preece, Bank of Hawaii, Wake Island Branch; Norman Thomas, Weather Bureau; Dr. Howard Jones and Dr. Jose N. Rosal.



Accident Prevention

A trophy from the State Aeronautics Commission to South Dakota's Accident Prevention Counselor of the Year is held by Roy L. Falon, senior master sergeant and maintenance supervisor of the Air National Guard. The award, first of its kind, is part of the FAA Central Region program to foster aviation safety. With Falon are Chet Davidson (left), Accident Prevention Coordinator, and Accident Prevention Specialist Vic Frier, Rapid City GADO.



Keen Shot

Trophy won at third annual Law Enforcement Officers' Clay Bird Tournament, Bull Run, Va., is held by Dulles Police Officer Paul J. Farnham. He was champion in competition with all Northern Virginia law enforcement agencies' marksmen.



Helped Pilot

For assisting a non-IFR pilot who found himself in a spinning turn under instrument flight weather conditions, FSS specialists Paul Nelson (left) and Neal Sullivan (right) received Special Achievement Awards from Sacramento FSS Chief Edward Johnson.

FSS Helps Pilot 'Spinning In'

SACRAMENTO—A disoriented pilot, whose iced-up plane was beginning to "spin in," owes his life to the calm, radioed instructions given him by two Sacramento FSS specialists, Paul Nelson and Neal Sullivan.

The non-instrument rated pilot, who had taken off from Lake Tahoe Airport bound for Fresno, was able to bring his plane under control although he was in "soupy" weather over Northern California's mountainous country. Shortly afterward, he broke out of the clouds and was able to continue the flight VFR. He landed safely at Fresno Airport.

"The FAA specialists' technical knowledge of flying and the DF headings provided by these men without a doubt saved this pilot's life," said Edward Johnson, Chief of the Sacramento FSS.

Johnson recently presented each

of the specialists with a Special Achievement Award and congratulated them on the expert assistance which they provided to the pilot in distress. Johnson formerly was chief of the Red Bluff FSS.



HORIZONS

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Following improvements in the tower cab at Washington National, there was more working space and a generally more pleasant atmosphere. (See two photos at right.) Photo above shows the same general area prior to the improvement project.



Something IS Being Done Toward...

IMPROVING TOW

By George A. Scott

Program Manager, Systems Research and

EDITOR'S NOTE—This is the second 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.

Efforts to improve the personal comfort of controllers and enhance their general working environment in FAA towers, TRACONs and centers have been part of a continuing agency program. (Center improvements will be covered in a later article in this series.)

Research on environmental improvement has been conducted by NAFEC, SRDS and ATS for several years. Out of this research have come tangible improvements in acoustics, lighting, data displays, equipment arrangements and communications.

Research on further improvements is continuing; meanwhile, the agency is moving to implement a number of improvements and innovations as rapidly as possible. A new handbook providing the necessary guidelines for the implementation phase is just off the printing press and scheduled for distribution next month. The handbook, entitled "Improvement of Operating

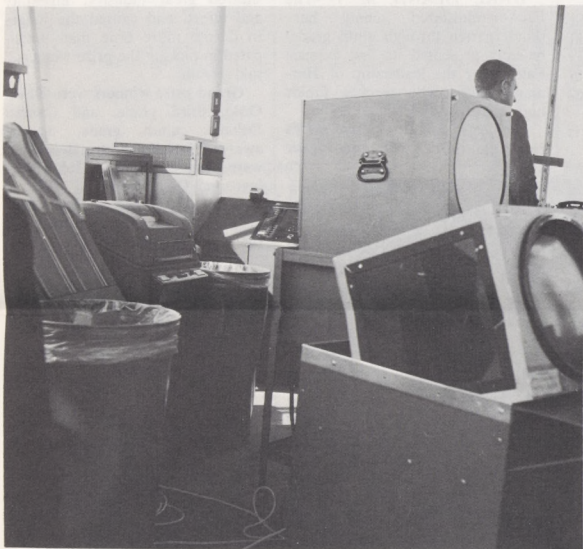
Conditions at Tower Cab Facilities," will assure that high standards are applied consistently.

Let's take a closer look at improvements that controllers are either now enjoying (as at Washington National's "pilot" project) or can expect to enjoy:

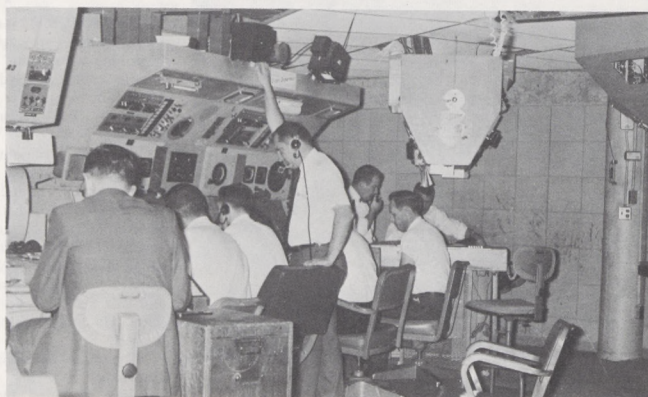
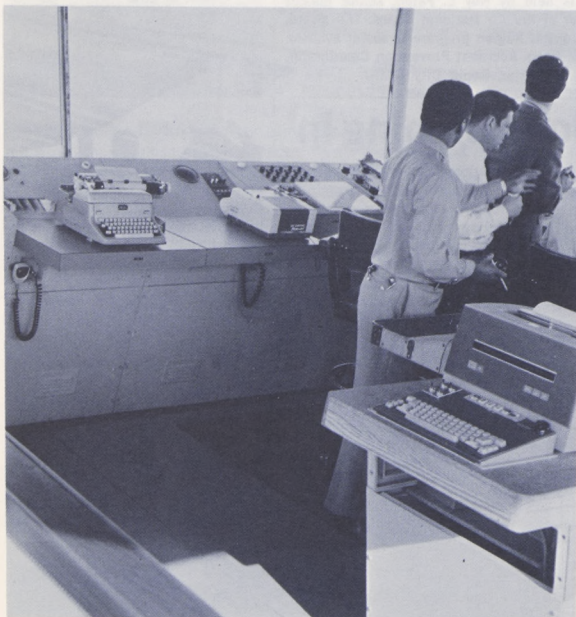
Controller Comforts. After several months of design, development and field evaluation, a durable, much more comfortable low-base and high-base work station chair has been selected. The new chairs are now available on the Federal Supply Schedule and have already been purchased for many facilities.

Another improvement—carpeting—is receiving field appraisal, a process which is near completion. By mid-summer, the results of the appraisal will be complete and action taken to specify the type of carpeting to be used in ATC operational quarters. On the way out are uncomfortable chairs that do not fit in with the console or particular task, along with the hard floors that cause foot and leg discomfort and also add to fatigue.

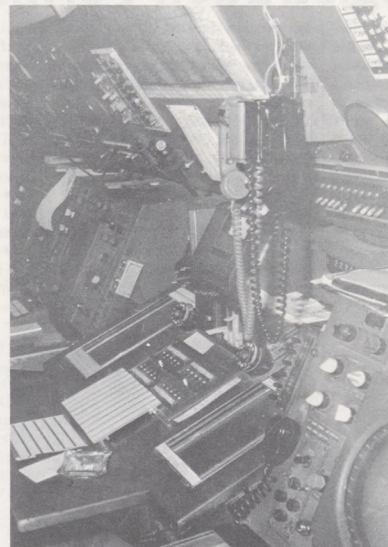
Lighting. Better lighting has had a high priority in planning ATC operational area improvements. Controllers



Contrast in working environment and the extra space that can be provided by compact placement of equipment according to a predetermined plan are illustrated here. "Before" photo above was taken at the Washington National Tower. The one below was taken following improvements.



Through proper location of equipment, attention to decor and more comfortable chairs, the TRACON at Philadelphia International Airport was markedly improved (right.) This is in sharp contrast to the Chicago O'Hare TRACON (above), which was photographed prior to improvements made there, also.



More and more TRACONS will be taking on the streamlined look of the photo below taken at Washington National. Cluttered, less efficient arrangements such as the one above are on the way out.

TOWER ENVIRONMENT

George A. Scott
Systems Research and Development Service

can expect more effective illumination for task areas. Glare-free lighting will be bright enough to illuminate flight strips, maps, charts and instrumentation without causing eye strain. More strategic location of light fixtures also is included in the improvements.

Acoustics. Use of sound absorbing materials such as carpeting, drapes, special ceiling panels and sound baffles or deflectors will cut noise from equipment cooling fans, printer units, radio and interphone speakers as well as bells, gongs, chimes and voices.

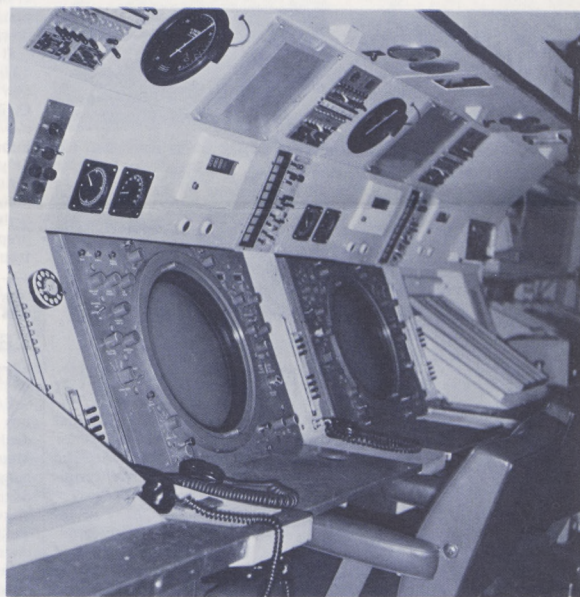
Communications. Among environmental improvements in this category are new lightweight headsets to replace the heavy, uncomfortable ones now in use. To eliminate hanging and dangling cords that interfere physically and visually with controllers, retractable hand set cords have been specified. Recessed headset jacks will improve safety and comfort. Also expected is a plan to combine a number of scattered phones, dials and cords into a single control unit.

More strategic placement of an overhead communications unit will improve the flexibility of the coordinator's position.

Consoles. A modular console has been developed to suit operational requirements at varying locations. Using the building block technique, the type of console best suiting the facility can be constructed. Options available include a detachable shelf, a flight data turret with strip board, a BRITE I turret for mounting the TV display and an instrument turret for mounting control equipment. Also available as options are a file drawer base and storage turret for manuals and a strip printer and keyboard table top for the FDEP unit. Console maintenance has been improved by using quick disconnect fasteners and hinged turret tops.

Data Displays. Several types of data information displays (static) are available. These include electroluminescent and projection displays. Other types of data displays include those covering runway-in-use, ATIS, weather and facility status.

Decor. Harmonious color combinations on walls, ceilings, floors and consoles will improve the overall working environment. Proper decor will avoid unwanted light reflections and eliminate sharp lighting contrasts which contribute to job fatigue.



PLANS FOR FUTURE IMPROVEMENTS

As installation goes forward on improvements indicated on these pages, further testing and experimentation is currently planned or already underway in these fields:

- Improved tower cab glass.
- Climate control.
- Acoustical studies.
- Operating personnel configurations.
- Illumination studies.
- Facility equipment configurations.
- Data distribution systems.
- Communications.
- Airport ground surveillance (TV)

Plane Registration Forms Pour In

OKLAHOMA CITY—The Aircraft Registration Branch at the Aeronautical Center has set up a special unit to process the flood of aircraft registration certificates beginning to pour in as a result of a new agency rule.

More than 85,000 of the new forms have already been received from current owners of registered aircraft. Some 190,000 of the preprinted, two-part forms were mailed out by the agency early this year. Under new requirements, owners need only verify the preprinted information, correcting items as necessary or supplying additional

information needed for updating.

Supervisor of the new unit is Gwenetta Williams. Others engaged in processing the registration forms include John Best, Bob Zielyni, Virginia Sanders, Nita J. Buckhalter, Julia P. La Porte, Eva Mae Mooney, Charlotte A. Pennington, Douglas W. Price, Lavita M. Snyder, Jeffie A. Standridge, Andrea K. Jones, Alan J. McMahan, Orin D. Murray, Garold J. Porter, Curley L. Sloss III and Dennis L. Swearingen.

The new rule requiring submission of aircraft registration reports on an annual basis makes possible

the elimination of obsolete aircraft files on a current and continuing basis. It will give the agency the capability of maintaining an updated aircraft registry based on current registration data.

The data will be used, also, for:

- Planning for the orderly development of civil airports.
- Pinpointing needs for en route and terminal area navigation equipment and other facilities.
- Ascertaining inspector personnel requirements on the basis of the numbers and geographical location of aircraft.
- Acquiring an up-to-date list of aircraft owners for use in distributing airworthiness directives in a timely fashion.

Data being received in Oklahoma City is reviewed, coded and entered on magnetic tape for use in automatic data processing equipment.

Deadline for receipt of the new aircraft registration forms has been set at June 30. Each June 30 thereafter, updated forms will be required from owners.

Besides confirming the registrant's name, address and U.S. citizenship, the new forms identify the plane's location, type of engine, avionics capability for communications and navigation and hours flown for business or pleasure.

It has been estimated that some 40,000 aircraft-owning registrants now listed in the two-volume Civil Aircraft Registry will be removed from the listings when the information has been updated in July. A large number of new listings will be added.

FAA employees who are aircraft owners and have not received preprinted forms can obtain blanks, from the nearest GADO of ACDO.



Avalanche of Forms

Some 60,000 of 190,000 aircraft registration forms to be tabulated yearly by the Aircraft Registration Branch of Flight Standards in the Aeronautical Center at Oklahoma City are sorted for processing. Judy LaPorte (left) learns how to handle the new form from supervisor Gwenetta Williams. Busy processing the forms are (from right counter-clockwise): Andrea Jones, Garold Porter and Alan McMahan.

Certification Is Changed For All Mechanic Schools

By Irv Ripp

WASHINGTON — Major changes in the FAA's regulations governing certification of aviation mechanic schools are now in effect. "The new requirements," said Administrator John H. Shaffer, "are aimed at modernizing the schools and producing graduates better qualified to cope with today's fast-moving aviation technology."

Certificated schools are being given two years in which to update curricular materials in order to keep their FAA operating certificates.

Appropriate to the evolving philosophy in aviation mechanic training and the broadening of training objectives is a change in the name of the schools from "aviation mechanic" to "aviation maintenance technician schools."

The requirements to earn each separate rating (either airframe or powerplant) are increased from 960 to 1,150 hours. The training requirement for a combined airframe and powerplant rating (A and P) is increased from 1,650 to 1,900 hours.

Curriculum changes provide for more instruction in basic courses, such as electricity, mathematics, and physics, during the academic phase of a mechanic's career development. Other training changes call for the performance of more realistic tasks while in school, based on technical knowledge and relevancy to industry requirements.

A minimum instructor-student ratio of 1:25 is established for shopwork and lab classes. The instructors must be FAA certificated.

To assure a high quality of instruction, a percentage of the graduates from a school are required to pass FAA's written tests for a mechanic's rating on their first try. A "national passing norm" based on the passing grades made by the graduates of all the schools will be used to determine this percentage.

The new aviation maintenance technician school requirements are based on the result of a three-year nationwide study of aviation mechanic occupations, in which over 500 tasks commonly performed by mechanics were analyzed. Data collected showed what proportion of the more than 18,000 certificated mechanics performed each task, the frequency with which the task was performed and the degree of industry training involved. A national advisory committee, consisting of 15 members representing a broad segment of the aviation community, assisted in determining the task to be performed and the level of proficiency required of a student at a certificated school.

A notice of proposed rule making detailing the basic changes and inviting comments from industry and the public was published by FAA on Feb. 26, 1969.

AF Employee's Language Knack Solves Problem

SACRAMENTO, Calif.—When two Japanese airport engineers suddenly dropped in to visit the new Metropolitan Airports here, the language barrier posed an immediate problem. Messrs. Aoyama and Takuwa, representing the new Tokyo International Airport, said their surprise visit to the Sacramento facility was part of a worldwide tour to study airports.

The visitors could speak no English, and their Sacramento hosts, of course spoke no Japanese. Had the situation been known in advance, the local airport management would have made arrangements for an interpreter to be present. During lunch, while the two Japanese experienced considerable difficulty in ordering from an English menu, airport manager James Ellingsworth issued a frantic call to every fixed-base operator on the field in an attempt to find someone able to speak Japanese. Several Japanese-American employees were contacted at the airport—but none knew the language.

Finally, FAA's Jack Tsuda, an Airway Facilities Division employee who speaks Japanese, provided the solution to the problem. He found himself whisked away to the airport and seated at the luncheon gathering. Tsuda, an electronic maintenance supervisor at the field, accepted his command performance as a translator with grace matched only by the collective sighs of relief from both visitors and hosts.



Explaining ATC

Intricacies of an air traffic control operations console are explained by Public Affairs Officer Edwin L. Shoop to a group of disadvantaged young people as they tour NAFEC. Henry P. Reis-EI Bara, Chief of NAFEC's Civil Rights staff, is at upper right. Officials of the Atlantic Human Resources organization, which helps such youngsters find jobs, accompanied them.

Amateur-Built Plane Group Honors Robert A. Burbick

WASHINGTON — Robert A. Burbick, Chief, Regulations and Directives Branch of Flight Standards and a veteran of almost 30 years with the agency, recently received the 1970 International Headquarters Award from the Experimental Aircraft Association.

Flight Standard's Service Director James F. Rudolph congratulated Burbick on the award, stating "Your fine work on the amateur-built aircraft program has reflected favorably on the Service and the agency".

Burbick, who has been with FAA Headquarters in Washington since 1942, was honored by the FAA for professional and personal contributions to the amateur-built aircraft movement. He has been active in the association since its inception and served as a technical advisor both in his capacity as a professional FAAer and as an aviation buff.

Burbick has been to every EAA International Convention and "fly-in," and has been on the association's judging committee since the

first award was given. He has been a charter member of two Washington area chapters and is currently past president and a director of the national capital chapter.

This chapter recently rebuilt and restored one of the first homebuilts in the Washington area. The plane, now on display in the EAA Air Museum in Franklin, Wis., was originally built by CAA employee, Willard Driggers.

Burbick has been active in aviation for almost 40 years. Before coming to the agency he attended the Boeing School of Aeronautics, was a fixed-base operator in his hometown of East Liverpool, Ohio, and worked for the Taylorcraft and Glenn L. Martin aircraft companies. On leave from the agency during World War II, he served with the Navy as head of the Technical Division, Bureau of Aeronautics at the office of Consolidated-Vultee in California.



He built his first plane, a high-wing monoplane, in the early '30s. Speaking of this venture, Burbick says merely "It flew."



Job Well Done

Flight Standards Service Director James F. Rudolph congratulates Robert A. Burbick, Regulations and Directives Branch Chief who recently received the 1970 International Headquarters Award from the Experimental Aircraft Association. Burbick also received a letter of commendation.

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: May an employee be reimbursed for the excess tuition cost applicable to out-of-state college students as a result of an official change of station?

Answer: Costs or expenses incurred for reasons of personal taste or preference and not required because of the move are non-reimbursable. The decision to incur tuition costs for a college student is a matter of personal election and is not, therefore, properly reimbursable to the employee under any existing authority. See Section 3.1 of Bureau of the Budget Circular A-56, Revised, and Paragraph 641 of FAA Handbook 1500.13, Travel.

Question: If dependents of military personnel are exempt from out-of-state tuition in some or all instances, shouldn't the same apply to Federal employees?

Answer: Tuition requirements of public supported colleges and universities are a matter of law and regulation applicable to the particular state. In some instances, state governments may have extended special privileges to members of the Armed Forces or their dependents. However, granting of such privileges to a particular group of students is at the discretion of each individual state.

Question: Can you furnish the addresses of the appropriate individuals to contact in the Civil Service Commission or FAA for questions relating to out-of-state tuition requirements?

Answer: The Director of Admissions at the college of your choice would be the logical starting point for getting your answers. Requirements established by states for college admission are a matter over which the Federal government has no control.

Question: Directives on Equal Employment Opportunity in the Federal government specify there will be no discrimination as to race, color, religion, sex or national origin. Why is age omitted, since Federal employees need not retire, if physically able, until age 70?

Answer: Title 5 of the U.S. Code, Section 3307, establishes the basic prohibitions of maximum age requirements for Federal employment. The U.S. Civil Service Commission's policy in this regard is contained in the Federal Personnel Manual (Chapter 338, Sub-ch. 6-1). It specifies that no maximum age requirement may be established for entrance into positions in the competitive service. (This excludes positions for which a minimum and/or maximum age limit has been prescribed by law; an individual who has reached his 70th birthday may be appointed to a position in the competitive service only on a temporary basis.) The FPM further prescribes that no maximum age limit may be applied by agencies in merit promotion examinations or in selection through any

type of non-competitive action. The FAA policy on non-discrimination due to age is covered in the employment Handbook, Chapter 4, Order PT P 3300.7. It provides that . . . "Equality of employment opportunity will be provided for all qualified persons. Discrimination in employment because of race, color, national origin, sex, age, national origin, sex, age, marital status, non-disqualifying handicaps, lawful political affiliation or other irrelevant factors is prohibited. Employment must be based solely on merit and fitness."



Honored by AOPA

Recently presented the AOPA Meritorious Service Award was James W. (Pete) Campbell (right), Chief of the Flight Instruction Refresher Unit at the Aeronautical Center. Campbell was cited for his "extensive knowledge in the field of aviation and tireless efforts in imparting this knowledge to flight instructors throughout the U. S." The presentation was made by AOPA vice president Ralph Nelson.

DOT

(Continued from Page 1)

sel (Presidential appointee); Calvin Banks, Chief, Urban Programs Division, Office of the Assistant Secretary for Environment and Urban Systems; Voyce Mack, Assistant Director, Office of International Cooperation, Office of the Assistant Secretary for Policy and International Affairs; Robert Maxwell, Deputy Director, Systems Engineering, Office of the Assistant Secretary for Advanced Systems Development and Technology.

- Urban Mass Transportation Administration—Harold Williams, Director, Civil Rights; George W. Haley, Chief Counsel.
- Federal Highway Administration—Robert Adams, Economist; Elwood T. Driver, Special Assistant.
- Coast Guard—William Hudson, Director, Civil Rights.
- Federal Railroad Administration—Wilbert E. Cantey, Systems Analysis.
- National Transportation Safety Board—William Fowler, Hearing Examiner.



FAAer Was Astronaut's Flight Instructor

OKLAHOMA CITY—How long does it take to go from Malden, Mo., to a moon orbit?

For Fred C. Gardner, Airman Examination Specialist at the FAA Aeronautical Center in Oklahoma City, the answer is 16 years. Gardner should know, because in 1954 one of his top students at Malden AFB was a clean-cut young Air Force cadet named John L. Swigert, Jr., now an astronaut. As a contract flight instructor, Gardner put Swigert through some 80 hours of rolls, loops, spins and cross-country jaunts after Swigert completed the regulation 20 hours in a Piper Cub

to complete primary training.

Looking back, Gardner remembers that Swigert was one of the best students he had in a five-year stint as an instructor for the military.

Just as each moon trip has its real beginnings at a grass strip or airport, much goes on in between such fledgling starts, when budding pilots master the basics of flying, and blast-off. Gardner notes now that Swigert sports the same crewcut, looks much the same and still stands a trim 5 feet 11½ at 197 pounds. In the interim, the now 38-year old bachelor astro-

naut of the tension-filled Apollo 13 flight added three college degrees, survived plane crashes in Korea and Colorado and personally developed the original emergency procedures for the Command Module Instruction Manual—and got the chance to use them successfully.

Fred Gardner was one of the millions of TV viewers who heaved a sigh of relief when Apollo 13's Command Unit splashed down in the Pacific, four miles from the U.S.S. *Iwo Jima*.

At that point, both Gardner and Swigert would agree: it was a vast distance, from Malden to the moon orbit and back.

Staffing

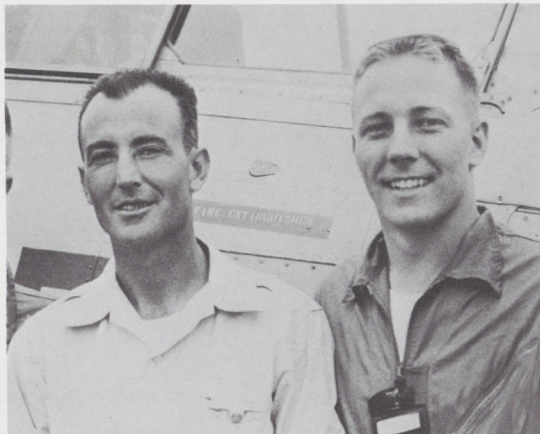
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give the controllers extended rest periods are being devised.

ATC staffing standards will be used to determine how many terminal, center and flight service station specialists are needed and will be needed by the agency on a national basis. This figure will be applied in the FAA budget for fiscal 1972.

After initial standards are set up this summer, the study will be refined. Data will be analyzed by computers and by November 1971 Engineered Staffing Standards will be developed.

Serving as the manager of the task force is Assistant Chief of the Management Analysis Division, John Moundalexis. Besides Harper, Associate Administrators on the steering committee are Bertrand M. Harding, Manpower; George S. Moore, Operations; and Oscar Bakke, Plans.



Cherished Memento

Sixteen years ago, FAA's Fred C. Gardner (left), then an Air Force contract flight instructor at Malden, Mo., AFB, taught prized-student John L. Swigert, Jr. how to fly a prop-powered T-6G trainer plane. Gardner is now an Airman Examination Specialist at Oklahoma City's Aeronautical Center.

Captain

(Continued from Page 1)

curved shortly after takeoff from Atlanta while the aircraft was cruising at an altitude of 9,000 feet near Macon, Ga. The sliding glass window on the right side of the flight deck was ripped loose, and the first officer was sucked head-first into the open window. Captain Kerr, reacting immediately to the situation, grabbed the first officer by the belt and was able to drag him back into the plane.

This was accomplished without losing control of the aircraft. As a result, Captain Kerr was able to land the aircraft without further incident and with all 47 persons who started the flight safely on board.



South of the Border

Addressing Western Region general aviation pilots at a one-day symposium, Deputy Director Lee Warren stressed a proper "pilot attitude" when flying to Baja, Calif. Others participating in the University of California meeting included (from left): Lic. Eliseo Garcia, director of tourism from Mexicali, Mexico, and Arnold Senterfitt, author of books dealing with private flying over Mexican territory.

Two-Nation Pilot Meet Held

SAN DIEGO — In another "hands-across-the-border" aviation meeting, U. S. and Mexican officials gathered here recently to brief pilots on flying in Mexico.

FAA's principal representative at the meeting was Deputy Director Lee Warren, who discussed the importance of proper "pilot attitude" before flying into Mexico's Baja peninsula.

Warren told the standing-room-only crowd of general aviation pilots at the one-day symposium that pre-planning is vital in making flights into Mexico.

Other points stressed included planning the fuel supply, familiar-

ity with the aircraft and the importance of obtaining thorough weather briefing. Because Baja airports generally do not have the long, paved runways common in California, Warren said pilots should be skilled at making short-field landings. They should also be good at pilotage and dead reckoning because navigational aids are scarce in the area, he pointed out.

The program moderator was Arnold Senterfitt, a well-known pilot and author on private flying in Baja.

The aviation symposium was sponsored by the University of California.



Helping Others

Conferring a blood donor's pin on a recent donor is Robert C. Klose of Systems Maintenance, chairman of the FAA Blood Bank Program. Receiving the "I gave" pin is Molly O'Neill of the Office of the Secretary of Transportation. Klose also gave blood when the American Red Cross visited FAA Headquarters recently.

Early Mojave Aviation Researched

By Don Frantz

Chief, Edwards Air Force Base
RAPCON

EDWARDS AFB, Calif.—Every-one has heard about the Mojave Desert—but how many know that it has a colorful aviation history?

A rich lode of data on early-day flying in the desert area of eastern Kern County and Antelope Valley

is being systematically "mined" by Nolan G. Tucker, a RAPCON controller here.

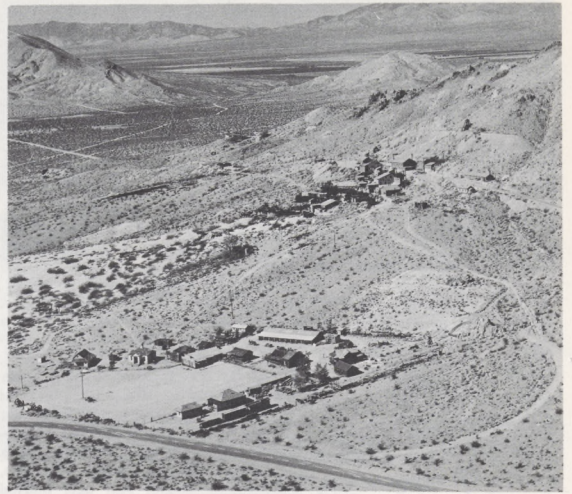
Tucker, who recently became director of the Kern-Antelope Historical Society, has been gathering reminiscences on early day flying in the Mojave, an area commonly thought to have been devoid of aviation. Material he has

accumulated includes details on the General William J. Fox Airport in Lancaster. It was here that "Poncho" Barnes, famed aviatrix, hanged her Travelair "Mystery S" in which she set two speed records back in the '30s. Tucker is accumulating a growing fund of material on early day activities at Edwards AFB and at Palmdale Air Force Plant 42, where the XB-70 was built and the upcoming Lockheed 1011 is being built.

Enjoys History

Tucker became interested in history as a controller at Davis-Monthan RAPCON near Tucson where he was assigned before coming to Edwards. While stationed at Tucson, Tucker located a prehistoric Hohokam Indian site which is currently being studied by a team from the University of Arizona. Later, he began developing a collection of old trade tokens and local trading coins used in Arizona's early history. He now claims the largest collection of such tokens, a collection which includes the only known Indian Trader Token used on the Pima Indian Reservation.

Tucker's historical research on early American Indians has been the basis of a number of articles he has written for national publications. One of his magazine arti-



History Preserved

Aerial photograph of the historic Tropic Gold Mine near Rosamond, Calif., whose museum is of vital interest to Edwards RAPCON Controller Nolan G. Tucker. Tucker has been appointed director of the Kern-Antelope Historical Society's museum, nestled in the hills of the old mining town.

cles received an honorable mention award from the Tokens and Medals Society. Tucker has collaborated on two books on historical subjects.

The historical society which he heads has named him director of its museum at the historic old

Tropic Gold Mine 20 miles west of Edwards.

Tucker highly recommends history as a fascinating hobby.

"Delving into the early days is a great pastime and can be enjoyed by the entire family," he said.



Tomorrow's History

Nolan Tucker, Edwards RAPCON controller, stands beside a NASA HL-10 lifting body aircraft which is now ready to make some history of its own after testing for the space program as a vehicle for re-entry.

Development Fellowship Awarded to Ryan

OKLAHOMA CITY—A Civil Aeromedical Institute research chemist has been selected for a year-long fellowship at the University of California under the Air Transportation Systems Specialist

Development program.

The fellowship has been granted to 38-year-old Leonard C. Ryan, who joined the agency in 1962 following work with the Oklahoma Medical Research Foundation. Currently, he is conducting experiments at CAMI to determine the effects of insecticides on handlers and crop duster pilots.

Ryan holds a Master's Degree from the University of Oklahoma in Norman and a Bachelor of Science degree from Langston College in Oklahoma. A native of Oktaha, Okla., he and his wife, Doris, have five children.

During his year at the University of California, Ryan hopes to conduct research and formal study on air pollution in the vicinity of airports.

"Although it is estimated that only about one per cent of the air

pollution problem is attributable to aircraft," he said, "modern technology should be applied toward affecting a solution."

Ryan expects to move to the West Coast in late summer to prepare for the fall term at the University of California.

Air Transportation Systems Specialist Development fellowships are available to employees on a competitive basis. Application can be made by the employee or he may be nominated by a supervisor. Final selections are made by the Executive Personnel Board.

Among basic qualifications for the program are three years of FAA experience at GS-11 or above, a Bachelor's Degree with a high scholastic average, a mathematics background including calculus and a satisfactory scholastic standing in mathematics.

Language Skills Used at NAFEC By 22 Employees

ATLANTIC CITY—Twenty-two NAFEC employees who speak, read or write a foreign language are occasionally called upon to use their skills as translators at the center.

Recently, two visitors from France arrived at the center for a tour of the facility, but they advised their hosts that they did not understand or speak English well. The Public Affairs Office, which keeps a list of those who know foreign languages, called on Eugene H. Bernstein to act as translator during the two visitors' tour of the Center.

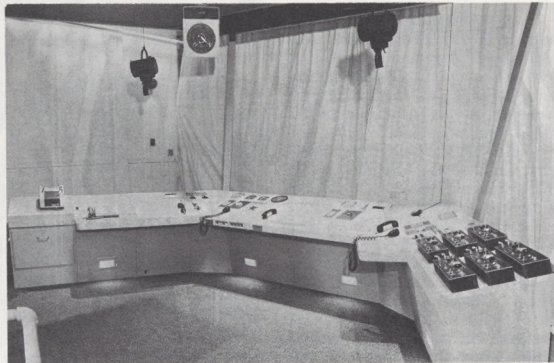
When Bernstein arrived to meet the two Frenchmen, they brightened up immediately. His knowledge of their language not only made them feel welcome, but helped make their tour worthwhile.

Bernstein's language skill made it possible to give the French visitors a better understanding of the FAA mission.

An electronics test equipment specialist, Bernstein lived abroad for seven years. He also knows Italian.

Another center employee, Joseph Mantell, knows two languages—Russian and Polish.

Other languages in which center employees are qualified include Spanish, German, Hungarian, Greek, and Yugoslav. Besides handling visitors from abroad, these employees also volunteer their services to translate mail inquiries from overseas.



A New Design

A mockup of a control tower cab to be installed at more than 40 airports across the nation has been set up at NAFEC for final evaluation. It features three operating positions (from left): local controller, flight data and ground controller. Several minor modifications are already underway at NAFEC before the design is finalized.

Large Mockup at NAFEC Shows Future Tower Cab

ATLANTIC CITY—The interior of a control tower cab designed specifically for 40 to 50 presently towerless airports across the nation has been set up in a full-scale mockup at NAFEC.

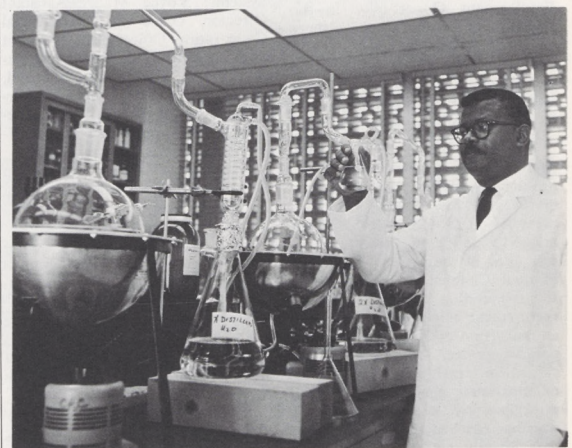
A feature of the new cab is that it is completely self-contained, with all required equipment placed within its confines. No equipment rooms are needed.

The designs were developed by Systems Research and Development Service and Air Traffic Serv-

ice after appropriations for the towers had been authorized.

The layout will be examined at NAFEC for utility and ease of controllers. Modifications will be made before engineering drawings are finalized.

The mockup was set up under the direction of J. Roy Bradley, assisted by Hugh Milligan, Robert Mitchell and Lt. Col. Ward McCombs, USAF, all of the Applications Section of the ATC Systems Branch.



Earns Fellowship

Fellowship winner Leonard C. Ryan, research chemist for CAMI, is seen at work in his laboratory at the Aeronautical Center. As part of the Air Transportation Systems Specialist Development program, Ryan will study next year at the University of California in Berkeley.