



## New Digitizers In Production; Deliveries Begin

WASHINGTON—The first of 177 Common Digitizers (CDs) required for the National Airspace System (NAS) En Route Stage A system and to fulfill various military requirements have started to come off the production line of Burroughs Corporation plant in Downingtown, Pa.

The CD converts aircraft position data to a digital form which can be transmitted over telephone lines for processing by computer, according to Jay Rabb, Acting Director of the National Airspace System Program Office.

To date, deliveries have been made to the training facility at Oklahoma City, to NAFEC at Atlantic City, and to the first field site at the Benson, N.C., long range radar. The next seven CDs are scheduled for June delivery to the military services. Three are for the Navy, three for the Army and one for the Air Force. Following those shipments, FAA field sites slated to receive CDs in July are the long range radars in the Los Angeles Center area, the first NAS Stage A center. In August, the second Stage A center—Kansas City—will receive CDs for radars.

The FAA contract for CDs was awarded to Burroughs in March 1967. Delivery of CDs marks the third of four major NAS Stage A hardware items to become available for field installation, since Computers and Computer Update Equipment started earlier.

A final major hardware item, the Computer Display Channel, which provides a pictorial presentation for controllers, is being made by the Raytheon Company. The first CDC delivery is scheduled to be made to NAFEC this fall, with production units to start in mid-1971.



## Research Deep-Freeze

Ice-covered VORTAC radome in an environmental chamber is examined by Thomas Kelly of the standards and calibration laboratory at NAFEC. Winter-like conditions are duplicated to see how various de-icing chemicals on the radome repel freezing rain and sleet.



## Historic Moment

President Nixon shapes aviation's future course by signing the landmark Airport and Airway Development and Revenue Act of 1970. The historic ceremony took place May 21 at the White House. In front row (from left) are: Sen. Warren G. Magnuson of Washington, Rep. William L. Springer of Illinois, Rep. John Byrnes of Wisconsin and Secretary of Transportation John A. Volpe. At right, the President shakes hands with Administrator John H. Shaffer.



## Doolittle Honored by Agency

By Robert Beasley

LAS VEGAS—Lt. Gen. James (Jimmy) Doolittle (USAF, Ret.), has been presented the FAA's highest honor—the Extraordinary Service Award—for his distinguished contributions to American aviation. The award consists of a certificate, lapel rosette and a gold medal.

"Few men, if any, have served America better in peace and war than General Doolittle," said Secretary of Transportation John A. Volpe. "His career in aviation spans more than half a century and includes so many remarkable achievements that it is difficult to comprehend how one man—no matter how talented and energetic—could have done it all. No less impressive is his record of military and public service. This is truly one of the outstanding men of our time."

### Shaffer Presents Award

Presentation of the award was made by Administrator John H. Shaffer at the recent Aviation/Space Writers Association meeting. General Doolittle is the tenth person to receive the award.

The official citation notes that General Doolittle's "distinguished contributions to virtually every segment of American aviation have had a direct bearing on this nation's preeminence in aeronautical leadership and flight safety," adding that "his service to his Government, the aviation community and the American public-at-large warrants this nation's deepest gratitude and admiration."

Among the many "firsts" chalked up by General Doolittle during more than five decades in aviation was the first flight across the United States in less than 24 hours. The 1922 flight from Florida to California in a DH-4 took 22 hours and 35 minutes with one stop along the way for fuel.

A pioneer of instrument flight, (Continued on Page 7)



## Wyoming Sector Wins

Administrator John H. Shaffer and M. M. Martin (center), Systems Maintenance Service Director, congratulate John H. Welch (left), chief of the nation's top Airway Facilities Sector—Worland, Wyo. Besides the Administrator, Deputy Administrator Kenneth M. Smith and other top agency officials attended the recent presentation ceremony in Washington.

## AF and ATC Facilities Honored for Excellence

WASHINGTON — The Worland, Wyo., Airway Facilities Sector has been selected the "Sector of the Year" in the Systems Maintenance Service's national recognition program.

John H. Welch, Worland Sector Chief, accepted the award from Administrator John H. Shaffer at a recent Washington awards luncheon.

In making the presentation, the Administrator praised the contributions made to the agency by its some 10,000 dedicated Airway Facilities employees.

"Without the work they do, there could be no air traffic control," he said.

### Sector Chiefs Present

Also present at the luncheon were the chiefs of the winning

For a full-page story and photos of Worland Sector supervisors, see Page 2.

regional sectors: James D. Long of Big Delta, Alaska; Herbert O. Williams of Molokai, Hawaii; Gerry L. Fasig of Aurora, Ill.; George C. Hunt of Roanoke, Va.; John R. Johnson of Memphis and James W. Chandler of Lubbock, Tex.

In remarks prior to the award presentation, M. M. Martin, Systems Maintenance Service Director, paid tribute to the outstanding record of service by the agency's electronics technicians.

"We are pleased that through this program we can give them some of the recognition they deserve," he said.

Deputy Administrator Kenneth Smith and a number of Associate Administrators, Deputy Associate Administrators and Service Directors attended.

WASHINGTON — For outstanding operational efficiency, community relations and personnel training programs, the Indianapolis Center, Memphis Tower and New York FSS have been named the agency's top air traffic facilities for 1969.

"Winning facilities were chosen for exhibiting the highest degree of operational efficiency in providing professional air traffic service," the Administrator said in announcing the selections.

Awards will be presented to the facilities by Air Traffic Service Director William Flener who plans to visit each facility some time next month.

### National Winners Picked

National winners were selected from 21 facilities winning regional awards as the most outstanding in each of the seven regions. Besides those selected for national honors, the regional winners were: **Alaska:** Anchorage Center, Eielson RAPCON, Kotzebue FSS, **Central:** Rockford, Ill., Tower, Wichita FSS; **Eastern:** Cleveland Center, Greater Pittsburgh Airport Tower; **Pacific:** Honolulu Center, Honolulu Tower, Guam IFSS; **Southern:** Memphis Center, Florence FSS; **Southwest:** Fort Worth Center, Dallas TRACON, New Orleans FSS; and **Western:** Los Angeles Center, Oakland Tower/Bay TRACON, Los Angeles FSS.

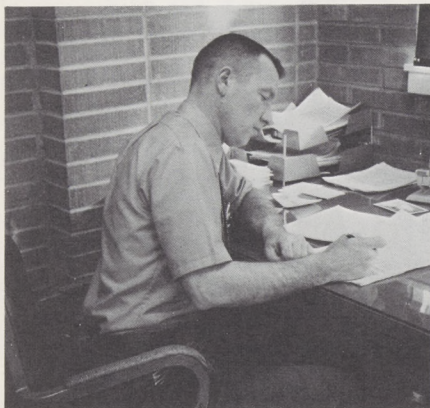
The Indianapolis Center, located at Weir-Cook Municipal Airport, was picked from a field of 27 centers throughout the nation. Indianapolis controllers merited special distinction for the part they played in developing automation equipment. As a result of their evaluation of alphanumeric equipment which electronically depicts flight information on radar screens, important modifications were made in both the equipment and procedures. Acting Chief of the Facility is Ronald E. Current.

### Memphis Controllers Cited

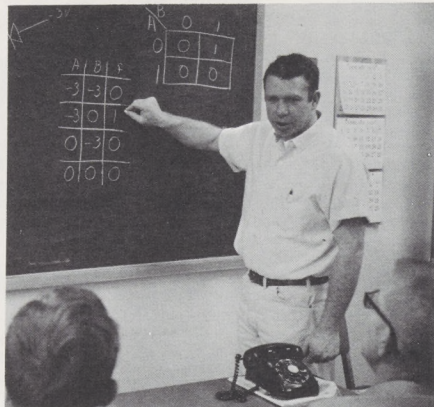
Controllers at Memphis Metropolitan Airport were cited for developing new terminal control techniques permitting fast, turbine-power aircraft to approach and depart at steeper angles. The new techniques cut noise and delay and diminish the chances for mid-air collisions. Successful demonstration of the procedures at Memphis paved the way for their implementation at other busy towers where the technique is considered feasible. Memphis Tower, supervised by Chief James F. Arthur and Assistant Chief Grat X. Parsons, was picked from among 367 towers.

Among the factors leading to selection of the New York FSS for the "Facility of the Year" honor was its exceptional record of service. Each specialist at the facility provided more than 18,000 pilot services during the year. Despite this increased workload, employees of the FSS, including Chief

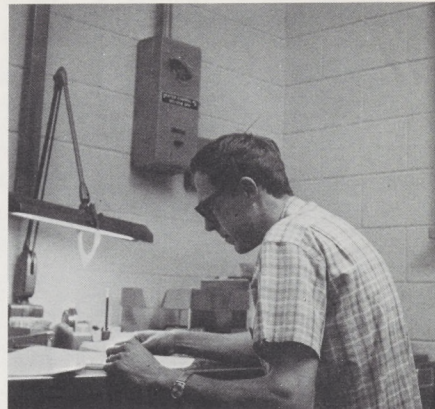
(Continued on Page 7)



Bill Becker . . . radiological defense officer . . . 4-H community leader.



Jim Gerdes . . . Proficiency improvement participant . . . 4-H leader.



Tom Prosser . . . community leader . . . Lovell ARSR "pioneer."

## The Worland AF Sector Story

# THEY MATCH THEIR MOUNTAINS

They had driven up the steep, snowswept mountain road on a lifesaving mission—now their own lives were in danger. The two young technicians reached the bogged-down truck and its grateful driver, and were bringing him out when a Wyoming blizzard wrapped them in a freezing shroud of blowing snow.

Visibility dropped as they inched forward, keeping their eyes glued to snow markers spaced every 50 feet. Suddenly there were no markers—and visibility was down to zero. Wisely, they decided to stay put. When an FAA rescue party arrived the next morning, they found the shivering trio in a vehicle perched only a few feet from the rim of a dropoff that plunged almost vertically a thousand feet to the valley floor below!

### Other Rescues

There have been other instances where personnel of the Worland, Wyo., Airway Facilities Sector have braved blizzards and rugged terrain to help others. Once they plowed through deep drifts to bring a snowbound mother and her sick child to safety. Another time they rescued a man whose back was broken in an accident while cutting Christmas trees in the mountains.

But the real distinction attached to the 23 dedicated employees of the Worland Sector is the outstanding manner in which they have kept 14 remote FAA facilities functioning in northeastern Wyoming despite some of the world's most rugged weather and terrain.

To these men, the 4,210-foot Rocky Mountain foothills fringing the Big Horn River are "flatlands." You "begin getting into mountain country," as one technician put it, when you're at the Lovell radar site atop Medicine Mountain—elevation 9,967 feet.

Despite towering terrain, despite blizzards, washouts, avalanches and flash floods, despite geographical remoteness from sources of supply for spare parts, Worland Sector technicians have succeeded in keeping their facilities "on the air" well above the national average.

The most recent figures show, for example, that Lovell radar has been operationally available 99.88

per cent of the time—against a national average of 98.25 per cent for comparable facilities.

There is "a total overall sharpness" about the sector's performance, according to the Chief of the Denver Area Airway Facilities Branch, G. A. (Mike) Mickelson.

"These fellows take pride in everything they do. They know the meaning of teamwork. This is true whether you're talking about maintenance schedules, modification programs or facility improvement. They display an awareness that tasks neglected or postponed—even seemingly insignificant tasks—have a way of mushrooming into major problems. They are geared to think and plan for the unexpected and their best defense against the unexpected is keeping facilities 'honed' to a fine edge."

Sector personnel have been extremely cost conscious. Revisions in summer watch schedules for example, brought savings to the FAA of more than \$200 a month. Cost savings of more than \$1,000 annually were realized in arrangements for hauling water to the radar sites in FAA vehicles.

### Roles of Leadership

Through participating in community affairs, taking roles of leadership in such activities as Boy Scouts, Little League and volunteer fire departments, FAA personnel have been warmly accepted by residents of this remote corner of Wyoming. This is especially noteworthy in an area where frontier traditions are deeply rooted, where ranches and farms were wrested from the wilderness by raw toil, where government representatives are still looked on with considerable suspicion—even hostility, and where the tenderfoot, the whiner and the phony get short shrift.

"The initiative, dedication and knowhow demonstrated by Worland Sector personnel in the face of formidable obstacles brings to mind the line in Sam Walter Foss's poem: "Bring me men to match my mountains,"" Mickelson said. "Through their quiet competence, the men of the Worland Sector have shown themselves to be more than a match for the mountains of Wyoming."

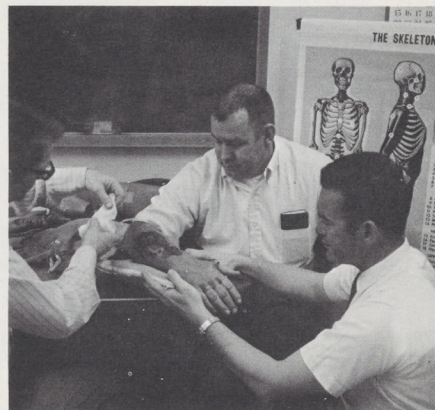
### THE WINNING WORLAND AF SECTOR TEAM . . .

This is the personnel roster for the national award-winning Worland, Wyo. Airway Facilities Sector:  
**WORLAND**—Sector Chief John H. Welch, Supervisory Electronics Technician William R. Becker, Jr. and the following Electronics Technicians: James H. Gerdes, William J. Johnson, Marvin L. Jensen, Robert L. Jessup, Donald L. Freeberg and Robert J. Gustafson. Carol A. Haskins is Clerk-Stenographer at the Sector office. Merwin I. Spragg is an engineering equipment operator for the sector.

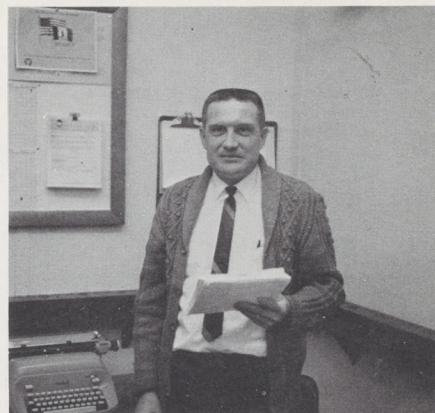
**LOVELL**—Supervisory Electronics Technician Thomas R. Prosser and the following Electronics Technicians: Ivan Bronkema, Theodore Hendrickson, Richard J. Klundt, Jean E. Lely, Kenneth L. Stacy, James W. French and Robert J. Carlton.

**RIVERTON**—Electronics Technicians Phillip W. Lively, Jr. and Lanny R. Franzen.

**JACKSON**—Electronics Technicians Vernon D. Harkins and H. G. Bartlett and Laborer Thomas L. Francis.



Don Freeberg (right) . . . teacher of first aid and medical self-help to Boy Scouts, church and civic groups.



Phillip W. Lively, Jr. . . . active in Riverton church affairs.



Vern D. Harkins . . . Jackson Little League president . . . ski team coach . . . fire department communications officer.

# Van Nuys Controllers Honored

VAN NUYS, Calif.—Personnel at Van Nuys Tower have earned a bronze plaque for consistently excellent performance and were recently commended by a veteran civilian pilot for their “many ex-

amples of professionalism.” The plaque was presented to tower personnel by Paul McAfee, Chief of the Operations Branch in the Western Region Air Traffic Division. McAfee made the pres-

entation as the representative of the regional director and the Air Traffic Division.

Present at the ceremony was D. K. Tooker, senior market engineer for Lockheed-California Co., who recently commended the tower staff in a letter to Regional Director Arvin O. Basnight.

Tooker, whose personal flying time totals more than 7,000 hours over more than a quarter of a century, uses Van Nuys Tower services almost daily in commuting by air to his job in Burbank.

“Although I had never met the controllers face-to-face, I learned to recognize their voices from daily radio contacts,” he stated. “I have witnessed every conceivable situation, from the four-engine aircraft maneuvering to the short runway to the neophyte pilot with a few hours of flying time trying to update himself on special VFR. Whatever the situation, Van Nuys controllers have remained cool. I am continually amazed and pleased at witnessing such excellent examples of professionalism.”

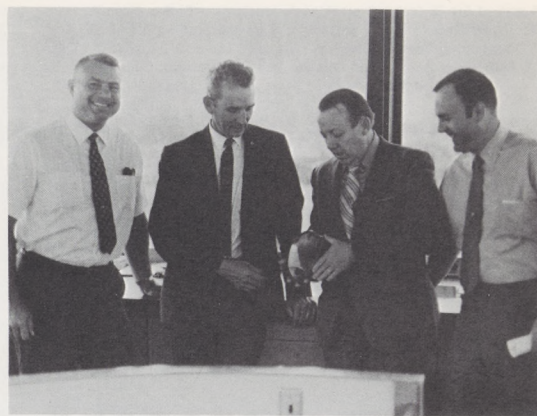
Along with Opa Locka, Fla., Van Nuys each year ranks among the “top five” busiest general aviation airports in the nation in terms of itinerant operations. Last year, Van Nuys ranked first with 313,560 itinerant operations.

Howard N. Peterson is chief of the Van Nuys Tower. Supervisors are Richard V. Tarantino, John E. Mills, Harry G. Nicholson and Norman C. Norton. Controllers on the staff are Steve S. Feldtman, Otis L. Huntsman, Robert L. Malone, Edward J. Murray, Larry E. Tancair, James A. Cornwell, John M. Martin, Clye L. Etter, Eugene L. Clanton, Richard D. Stillwell, John D. Hill, Carl J. Leeds, Donald L. Kline, Vern B. Cole and Donald N. Chadwick. Secretary at the facility is Jean G. Goodman.



## Commended in Person

Van Nuys Tower personnel recently received a “letter of commendation” from Lockheed executive D. K. Tooker (center), who praised them for outstanding performance in handling an unusual variety of traffic. Looking the letter over are: (from left) Supervisors Norman C. Norton, Tooker, and Richard V. Tarantino.



## Bronze Plaque Awarded

A plaque for “Outstanding Professional Service to the Flying Public” was recently presented to personnel of the Van Nuys Tower by Paul McAfee, Chief, Operations Branch, representing Western Region Director Arvin O. Basnight and the Air Traffic Division. Shown are (from left): Supervisor Richard Tarantino, Tower Chief Howard (Pete) Peterson, McAfee, and Supervisor Norman Norton.

# Help Brought to Seaman By DOT-Pilot Teamwork

VAN NUYS, Calif.—The owner of a disabled fishing boat which drifted helplessly off the California coast throughout the night owes his recent rescue to Coast Guard and FAA personnel and the persistence and alertness of two private pilots.

The pilots, Ivan Higginson and Robert Hartman, were on a flight from Van Nuys to San Diego when they spotted S O S signals being flashed from a boat about 300 yards offshore and some seven miles from the Oceanside VOR.

They obtained a “fix” on the boat’s position, then radioed the San Diego FSS to urge that the Coast Guard be asked to institute search and rescue efforts.

After using Direction Finding equipment to verify the position report given by the pilots, FSS Specialist A. L. (Larry) Owen, Jr., relayed the information to the Coast Guard at San Diego. Also on duty were FSS Chief John Masiello and Assistant Chief Gerald K. Seymour.

A thorough Coast Guard search of the area turned up only a bobbing, lighted buoy which the Coast Guard considered may have been mistaken for distress signals.

However, on their return trip to Van Nuys, the pilots again spotted the same distress signals in the same general area. They advised Van Nuys Tower Controller Steve Feldtman who immediately contacted the Coast Guard.

On the strength of the pilots’ second report, search and rescue efforts were reactivated and continued throughout the night. About dawn, Coast Guardsmen spotted the hapless, lone fisherman and his drifting 16-foot whaler. He was brought safely to port. The fisherman said the boat’s engine failed, causing him to drift helplessly since dusk the day before.

For their persistence, resulting in the eventual save, Pilots Higginson and Hartman recently received the agency’s Regional Certificate of Merit from Arvin O. Basnight, Western Region Director.



## Sea Assist Awards

Two private pilots whose airborne assistance resulted in the nighttime rescue of an open boat lost at sea have been presented FAA Certificates of Merit. At ceremonies with the San Fernando Valley Coordinators were (left to right): Van Nuys Controller Steve Feldtman, pilots Robert G. Hartman and Ivan G. Higginson; FAA’s Local Coordinator and Chief of the Van Nuys Tower Pete Peterson; and the Chief of Operations in the Western Region’s Air Traffic Division, Paul McAfee.

# Assistant Secretary Baker Visits DOT Overseas Units

WASHINGTON—Charles D. Baker, newly-appointed Assistant Secretary of Transportation for Policy and International Affairs, recently paid a visit to FAA and Coast Guard units in Japan and Southeast Asia.

Baker, who served for a year as Deputy Under Secretary before being appointed Assistant Secretary, met with the FAA’s representative in Tokyo, Fred Eide, during his five-day stay in Japan.

In Thailand, he was briefed on Civil Aviation Assistance Group (CAAG) activities in that country by Van Shulze, CAAG representative there. In South Vietnam, Baker

met with Hal Frederick, Gordon S. Wight and Ed Jensen of the FAA. Frederick and Wight are with the Vietnam CAAG contingent and Jensen is the Pacific Region’s Flight Standards representative in Saigon.

During his trip, Baker also visited a number of Coast Guard units in Southeast Asia and conferred with Rear Admiral Benjamin Engel, Commander of the Fourteenth Coast Guard District.

“I feel I gained invaluable firsthand knowledge on the operations, performance and problems of FAA and Coast Guard field activities,” Baker said.

# Anti-Hijacking Briefing Given At Security Meet

LOS ANGELES—A detailed description and demonstration of the agency’s anti-hijacking system was among the highlights of the annual seminar of the International Association of Airline Security Officers held here recently.

The agency representative at the seminar was Carl F. Maisch, Director of Investigations and Security.

FAA’s Anti-Hijacking Task Force was present at the meeting to brief members of the organization on the agency’s efforts to prevent hijacking. The discussion and demonstration were presented by Dr. John T. Dailey of the Office of Aviation Medicine and Lowell Davis of Flight Standards Service.

Introduction of airline industry plans for solving basic security problems plaguing the industry reflect a new trend, according to Maisch. Committees on aircraft protection, property crimes and revenue crimes have been set up under the leadership of the Air Transport Association with the cooperation of airline management.

The seminar included panel discussions on such problems as blacklisted ticket usage and the relationship between audit and security in the reduction of airline assets and revenue losses.



## Visits FAA Facilities

FAA and Coast Guard units in the Orient were visited recently by Charles D. Baker, newly-appointed Assistant Secretary of Transportation for Policy and International Affairs, shown here inspecting a Coast Guard communications station (LORAN) at Sattahip, Thailand.



# HORIZONS

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

A wall of fire 50 feet tall crackles furiously as a Dulles Airport firefighter keeps a watchful eye on the burning pit of a thousand gallons of JP-4 fuel. The joint exercise by NAFEC engineers and Dulles firemen measured temperatures in relation to length of burning time, and also familiarized personnel with extinguishing such flames.



Above, Fire Chief Paul P. Benarick (right) of Dulles International Airport recently received a pin for 30-years of service from Airport Manager R. Dan Mahaney. Below, Chief Benarick and Washington National Fire Chief Charles F. Petellat are seen conducting fire trials when Benarick was a captain before he transferred to Dulles in May 1961 as Chief.



At DCA and IAD, Training Makes FAA Firefighters ...

## READY—in seconds!

By Thom Hook

Cleared to land at Dulles International one day this spring, corporate pilot James H. Lane routinely lowered the gear of the \$300,000 Turbo-Commander N-686-N which he flies for a Chapel Hill, N.C., aviation insurance brokerage firm. Looking out the side window, he saw his left main gear was down. Checking his panel next, he suddenly wasn't sure whether the gear was locked in place—the hydraulic pressure gauge was low, indicating a possible fluid leak. Lane quickly radioed the tower of a possible fire hazard if the gear didn't hold on landing.

Dulles Tower replied that N-686-N could continue its long approach because fire equipment would be standing by on Runway 19-L. At that moment, FAA fire trucks and men were racing to the prescribed emergency station, having been dispatched by the fireman on duty in the watch tower, who always monitors the plane-to-tower frequency and assigns units accordingly.

### Tense Moments

Minutes later, the 11-passenger executive aircraft touched down. As FAA's big, modern fire trucks stood by, Lane breathed a sigh of relief. The left main gear held. Ground control routinely cleared the plane to its unloading point, and the firefighting force returned to the modern station, ready for the next "run".

Fortunately, FAA firemen at Washington National and Dulles have not had to extinguish a large fire involving many people in an aircraft. However, the results of test fires at NAFEC and elsewhere indicate the average survival time for passengers and crew caught in a burning plane is only from two to four minutes.

Because such a fire must be reached in seconds, not minutes, well-trained FAA personnel and emergency fire and crash rescue equipment are provided by the Bureau of National Capital Airports for both major airports.

Last Feb. 16 at 1:15 a.m. firefighters at Washington National responded quickly to the alarm for a fire raging at the general aviation terminal. With the help of Arlington County firemen, they got the blaze under control a half-hour after arriving, but stayed through

the night to secure the area. If FAA and area firemen had not contained the fire promptly (it did \$150,000 damage), the agency's newly refurbished flight service station (See *Horizons* Mar. 3—"Tomorrow's FSS—Today") at the terminal would have been gutted.

Protective activity at each airport centers around its Aircraft Rescue and Firefighting Branch. As the name implies, rescue is as important a capability as dealing with fire and threat of fire. When a tall Crystal City building was under construction in nearby Arlington last summer, its third floor suddenly collapsed, tumbling workmen into wet concrete up to their necks. The DCA ambulance and firefighters, requested by the Arlington Fire Department, were among the first on the scene, along with rescue trucks. DCA Fire Chief Charles F. Petellat, Capt. William L. Walker and Firefighter Tommy Dawes were among those who speedily pulled survivors from the morass of timbers and wet concrete.

Each FAA firefighting branch has reciprocal arrangements with nearby municipal and county units, providing mutual aid whenever possible. At Dulles, direct telephone lines are tied in with the Fire Boards of Leesburg and of Loudoun County.

### Help Train County Firemen

"We help train county firemen at Dulles," says Chief Paul P. Benarick, "and when we go to help them at a fire away from the airport, they're mighty glad to see us and the extra 3,000 gallons of water to bolster their own equipment."

Benarick, who started out at age 19 at Washington National as a combination policeman-fireman, recently celebrated his 50th birthday and now has 30 years of service. He worked under Chief Charles Petellat (who has 31 years' service) before taking over at Dulles in 1961. His brother, Michael Benarick, is Police Chief at Washington National.

Fighting fires has required increasing technical knowledge for firemen over the past six years. About half of each airport's force is busy taking outside courses, one group having just completed *Suppression of Flammable Liquids* at a nearby college.

Training at Dulles recently featured a Saturday



A Meritorious Service Award was earned by DCA firefighter R. B. Phillips when he saved the life of a superior officer who accidentally fell out of a rescue launch during training. Arven H. Saunders (right), Director, Bureau of National Capital Airports, made the presentation and DCA Airport Manager C. R. (Tex) Melugin (left) added congratulations. Phillips is now a Fire Inspector with DOD.



Fire and rescue stations at Dulles (top photo) and Washington National (bottom) airports display their modern equipment, minus one DCA nurse truck being repaired. Different vehicles are easily seen in top picture, with two of four largest crash trucks carrying 2,500 gallons of water, 500 of foam and each paired with a nurse truck carrying 3,000 gallons of water, 500 of foam. Medium-sized pumping trucks are structural firefighting pieces of 1,500 water gallons capability. Small vehicle is a chemical rescue truck, carrying 1,000 pounds of dry chemical.



From the south end of DCA, the 32-foot FAA rescue launch (at one time a Cuban gun runner) can make 30 knots if necessary to reach a downed aircraft or a boat in jeopardy (sailboats must be kept out of areas near approach paths). Crew for training exercise consisted of Capt. William L. Walker, Training Officer, Lt. William Wynne and Firefighters Robert K. Brown and Jack Dant. Two 17-foot launches are kept at north end of Washington National.



Drills are held monthly at Dulles for firefighters to perfect their fire-extinguishing techniques. This C-97 Globemaster was used for many live fire drills in the south drill area of the airport.

seminar hosted by the FAA Aircraft Rescue and Firefighting Branch which drew 450 attendees representing 70 per cent of the state's rescue units. Crash and rescue was covered thoroughly through lectures, slides, displays and films. Briefings were conducted by Linwood (Robby) Robertson, IAD's Training Officer.

Daily training at both airports includes subjects vital to every man there, such as: *Fire Behavior, Hot Fires, Building Familiarization, Aircraft Familiarization, Communications, Hose-Ladder Evolutions, Pump Operations, Driving, etc.*

In addition, FAA courses such as *Report Writing* and those pertaining to supervising are available. Firefighters also attend schools sponsored by insurance companies and equipment manufacturers.

**Train Foreign Nationals**

An unusual aspect of training at DCA, according to Capt. William L. Walker, Training Officer, is the small groups of foreign nationals who spend from a few days up to six months learning how a modern airport firefighting and rescue unit works. Anywhere from one to three such men are in training at a time. Through the years, they have come from some 20 countries, including Spain, Libya, Turkey, Afghanistan, Brazil, Vietnam, Korea and Iceland—all through the Agency for International Development (AID) program. The DCA unit also does reciprocal training with Arlington County and the city of Alexandria and participates in rescue-by-water operations. Three launches are used as needed to adequately patrol and cover the nearby river area. Sailboats, for example, must be kept away from waters near runways, and the two 17-footers at the north end of Washington National and the 32-foot launch at the south end are always ready to speed to any ditching or to aid boatmen having problems that might interfere with airport operations in any way.

At both airports, the men work 24-hours on, 24-hours off duty, and require the customary kitchen and sleeping quarters at their modern stations. Most of the men had firefighting experience in the military services. They breakfast shortly after 7 a.m., with the best cooks among them preparing the meals. After early roll call, the men check out vital equip-

ment—hand lines, turrets, gauges, oil pressures, batteries, foam and water lines. They do their own housekeeping and train after lunch.

At Dulles, escorting tour groups through the station and modern watch tower above it is a regular responsibility. An average of 300 persons tour the facility monthly. An impressive part of the tour is a graphic demonstration by Fire Inspector John F. Horstman of the visual system used to keep records of all alarm boxes at the airport. Horstman's background included a stint at setting up the Beirut, Lebanon, Aviation Safety Center for the International Civil Aviation Organization (ICAO) in the Middle East.

Most visitors who tour either facility at DCA or IAD emerge with a new respect for the modern equipment and skills needed by today's firefighters. They see for themselves how men and vehicles can be dispatched in seconds, ready to protect people, buildings, vehicles, and aircraft.

**Like Strategic Air Command**

According to BNCA Deputy Director James T. Murphy, the Aircraft Rescue and Firefighting Branches are to FAA somewhat like what the Strategic Air Command is to the nation. For either, a high degree of readiness is required, "although you hope you never have to demonstrate it."

Dulles International has 42 FAA professional firefighters, headed by Fire Chief Paul P. Benarick. Assistant Fire Chiefs are Harry C. Corwin and James W. Schuyler. Linwood Robertson is Training Officer and John F. Horstman, Fire Prevention Inspector. Lieutenants are Walter Owens, Ernest Cain, Alfred Swift, John Vanarsdall, Ashton N. McKenney, Carr L. Nalls, Thomas Rogan and Orville Weatherholtz. There are also 17 drivers-operators and 12 privates.

Washington National has 45 firefighters, headed by Fire Chief Charles F. Petellat. Assistant Chiefs are Telford Reden and Clinton E. Scott. Captain William L. Walker is Training Officer and Capt. Jack D. Long, Fire Prevention Inspector. Lieutenants are William R. Wood, James Cox, Gabe Hall, Lewis Crews, William Wynne, William E. Summers, Charles Kressting and Charles Vance. There are also 16 driver-operators and 16 privates.



No item of equipment is too small to escape a regular check and inspection by FAA firefighters. At DCA, Otto Evans inserts a gasket in a soft suction hose carried by the facility's Ward LaFrance 750 gallons-per-minute pumper. Assisting are (left to right, after Evans): Capt. William L. Walker and Firefighters Robert Brown and Archie H. Layton.



During Fire Prevention Week, held annually the second week in October, FAA firefighters distribute pamphlets and hold drills to make the public safety conscious. Here DCA firefighters Marcus Williams (right) and James Armstrong help "Miss Fire Prevention Week" to her place on one of the facility's modern trucks.

## Jobs Offered Graduates Of New Avionics Course Set Up With Aid of FAA

ALEXANDRIA, Minn.—Security is taking an 18-month vocational course and receiving several job offers the day you graduate. That is the feeling of the students who recently completed the first avionics course offered by Alexandria Vocational School. Along with their diplomas, all 11 graduates got job offers from certified repair stations and air carriers.

Three years ago, the vocational program was just a dream. A year later, it became a reality. And, after 18 months more of extensive study and laboratory work, members of the class received graduation certificates as qualified avionics repairmen—plus job offers.

Graduation of students in the first avionics course set up by the vocational school was a special day, also, for FAA's Minneapolis Area which played a key role in setting up the course.

FAA representatives served as members of the vocational school's steering committee and advisory board as did representatives of Northwest Airlines, North Central Airlines and general aviation operators. The steering committee was instrumental in establishing the curriculum, based on present-day needs and activities of general aviation and air carriers.

Of the 18 months it requires to complete the course, students spend

36 weeks on electronics fundamentals, 12 weeks on radio communications, 12 weeks on air and radar systems, 7 weeks on instrument systems and 7 weeks on electrical systems. A total of 2,200 hours of class and laboratory work is required to complete the avionics course.

A fully-equipped DC-7, donated by Northwest Airlines, is used as a practice laboratory throughout the 18 months.



### Avionics School a Reality

George DePuew, (left, front) Minneapolis Area Avionics Specialist, and Inspector Robert Hill, (right, front) Minneapolis GADO, pictured with the first avionics graduation class from the Alexandria, Minn., Vocational School.



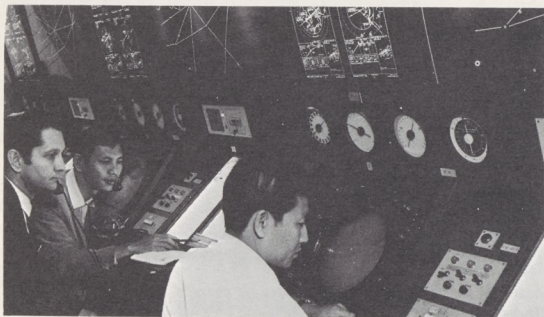
### Recognition

Principal Avionics Inspector Robert Hill (right), Minneapolis GADO, receives an appreciation award from Alexandria Area Vocational Director Vernon R. Maack for his contributions toward creating an avionics course.



### Retiree Congratulated

Supervising Inspector Lester Severance (center), Fargo, N.D., GADO, congratulates Fred Smith, retired vice president of Western Electric, who was a student in the first avionics graduation class, on his accomplishment.



### On the Scopes

FAA Academy Instructor, Walter E. Philips (left), checks skill of South Vietnamese students Vu Dinh Ngoc and Ngo Quyen (right) as the two controllers work with radar. Quyen, by the way, is a black belt karate champ.

## Saigon Controllers Begin Refresher Study

OKLAHOMA CITY — "Vu Dinh Ngoc . . . Ngo Quyen . . . Luan Nguen . . ." intoned Darwin Maurer, International Liaison Officer at the Aeronautical Center.

Maurer wasn't reading his morning paper. He was calling the roll of the latest international class to convene for refresher training at the Academy.

The class, made up of 20 air traffic controllers from South Vietnam, is the first in the history of international training at the center to come entirely from one country.

The young South Vietnamese, all from Saigon, have from five to fifteen years of air traffic control experience. Five members of the group attended previous refresher

courses at the Academy. Purpose of the current refresher is to update techniques in radar traffic control.

The idea for the refresher course for South Vietnamese controllers was conceived by Jack Hardy, Chief of Computer Training and Special Training at the Center, during his recent four-year stint in Saigon.

In one phase of the refresher course, South Vietnamese controllers will see the Saigon airspace on laboratory screens. Instructor Walter E. Philips said the controllers will simulate talking to pilots of their own airlines during the course.

A spokesman for the controllers

explained why refresher courses are considered important and necessary. "Saigon controllers must handle from 1,500 to 2,000 take-offs and landings daily and must 'mix' some 60 different types of aircraft into Vietnam terminal and airways traffic patterns," he said. "Our air traffic includes helicopters, slow-moving, single-engine military aircraft, huge four-engine piston-driven aircraft, military jet fighters and bombers and large commercial jets."

Academy classroom and laboratory courses will run for 12 weeks after which the South Vietnamese will receive on-the-job training at air traffic control centers throughout the United States.

## New Aircraft Oxygen Rule Is Adopted

By Irv Ripps

WASHINGTON—A new rule requiring aircraft to carry supplemental oxygen equipment when operating at cabin pressure altitudes above 12,500 feet mean sea level (MSL) has been adopted by the FAA.

Effective June 17, the new requirements are applicable to all aircraft operating under Part 91 of the Federal Aviation Regulations ("General Operating and Flight Rules.") They would not affect airline or air taxi aircraft since they already are required to have supplemental oxygen. Aircraft of foreign registry also would be exempt.

At present, there are no oxygen requirements in Part 91 for general aviation operations. This situation no longer is considered acceptable in view of the increasing number

of small aircraft with high-altitude capabilities currently coming into general use.

Both pressurized and unpressurized aircraft, regardless of weight, are covered by the new regulation. It applies to all Part 91 operations at the following altitudes:

- At cabin pressure altitudes above 12,500 feet MSL up to and including 14,000 feet, only the required minimum flight crew will have to use supplemental oxygen and only for flight at these altitudes of more than 30 minutes duration.

- At cabin pressure altitudes above 14,000 feet, supplemental oxygen must be used by the required minimum flight crew during the entire flight time at these altitudes.

- Above 15,000 feet cabin pressure altitude, each occupant of the

plane must be provided with supplemental oxygen.

In the case of pressurized aircraft, the new rule also requires that on flights above 25,000 feet MSL at least a ten-minute supply of reserve supplemental oxygen be available for each occupant of the plane to cover an emergency descent in the event cabin pressurization is lost.



In addition to the operating requirements for supplemental oxygen the new rule also establishes airworthiness standards for installation of supplemental oxygen equipment in small airplanes (those weighing not more than 12,000 lbs.) when type certification of the plane is requested with the equipment installed. This provision would apply to applications for type certification of small airplanes made after June 17, 1970.



### Refresher Training

Instructor C. L. Cox of the FAA Academy reviews material used by the Vietnamese controllers in their 12-week refresher course at Oklahoma City. All natives of Saigon, the controllers have from five to fifteen years experience and are updating techniques in radar traffic control.

## 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:** A career system appendix will soon be available for engineers as part of FAA Career Systems Handbook, 3410.4A. What appendix is available to engineering technicians?

**Answer:** The proposed Engineering Career System will include career progression patterns reflecting developmental opportunities for engineering technicians. When this occupational career system is completed, the engineering technicians will be able to identify the combinations of experience, education, and training programs which are required for progression up to and through the engineering levels.

**Question:** As a GS-11 watch supervisor, I find myself supervising a number of GS-10 employees whose salaries are higher than mine. Is there a regulation applying to Classification Act (GS) supervisors of GS employees, similar to the one for Wage Grade employees, that authorizes increasing supervisors' pay to insure that it is equal to or higher than the pay of the GS employees they supervise?

**Answer:** There is no such regulation. Bear in mind, however, that in the long run you will receive a greater basic compensation than your subordinates because of the higher pay scale for GS-11. A GS-10 employee can earn no more than \$14,127, compared to the top step of GS-11, which is \$15,478 per annum.

**Question:** If the answer to the above question is negative, are the proper authorities aware of the need for such regulation and is anything being done to rectify the situation?

**Answer:** General Schedule pay rates have been devised to give credit for length of acceptable service within grades as well as to differentiate among grades. Therefore, some overlapping of salaries will always occur. Direct Line is not aware of any plans to change this system.

**Question:** Maintenance responsibility for a new VOR facility was added to my workload as an additional duty and I met all other qualifications. Under these circumstances, could I be promoted without regard to the competitive provisions of the Merit Promotion Program?

**Answer:** It depends. In the situation you describe, you could be promoted non-competitively if your job involved a gradual addition of duties. However, if these additional duties resulted from planned management action, your new position would be filled under competitive promotion procedures. See Merit Promotion Handbook, 3330.1A, Chapter 4, for a complete discussion of promotions without competition. Better yet, check with your boss or contact your servicing personnel office.

**Question:** On July 14, 1968, I

was promoted and the third part of the Salary Adjustment Act of 1967 went into effect. My region processed the salary adjustment first and then my promotion, giving me a lower paycheck than I think I should have received. Was my region correct?

**Answer:** Yes. The Comptroller General has ruled (40 CG 184) that individuals in such circumstances "may not be regarded as having received the higher rate of compensation under the promotion on the day prior to the effective date of the salary increase act." In making his decision, the Comptroller General stated that under the plain language of the act, the increase (or salary adjustment you mention) operates only on the basic compensation an employee was receiving immediately prior to the effective date. (In your case, the effective date was July 14, 1968 —so the date "prior to" would be July 13, 1968.) Although the "act" referred to in this decision is the 1960 Salary Increase Act, the language is essentially the same as the 1967 Pay Act—the one applicable to your situation.

**Question:** What is agency policy concerning promotion of relatives within the same facility? More specifically, may a brother-in-law be promoted to a supervisory position when such advancement would entail supervision over his relative?

**Answer:** It is FAA policy that close relatives not be assigned to any position in which one relative may directly or indirectly supervise, control or influence the relative's work, or employment status, or the affairs of the organizational unit in which the relative is assigned. In certain limited circumstances, exceptions may be approved by the appropriate regional or center director, area manager or, in Washington, the Manager of Headquarters Operations.

## Doolittle

(Continued from Page 1)

he also was the first to take off, fly over a set course and land an airplane entirely by instruments. The flight in 1929 was made with Doolittle seated in a cockpit completely shrouded with a canvas cover.

Other achievements included winning four major aviation trophies—the Mackay, Bendix, Harmon and Thompson trophies.

General Doolittle probably is best remembered, however, for leading the first American bombing raid on Tokyo in 1942. This exploit won him the nation's highest military award, the Medal of Honor.

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## Awards

(Continued from Page 1)

Louis Horvath and Assistant Chief Dean Winston, were able to train 14 new specialists and to welcome more than 1,500 visitors.

They also developed an improved method for training specialists in techniques for locating lost aircraft.

The facility was picked from among 334 flight service stations and international stations.

To be eligible for regional and national awards, facilities had to rate as outstanding in eight categories: operational efficiency, error-free operations, personal and facility appearance, employee morale, community relations, security practices, training and improvement suggestions.

## Terminal Control Areas Are Added To Boost Safety

WASHINGTON—New terminal control areas have been established by the FAA to enhance operational safety at the nation's major airports. All traffic in the areas designated would be under ground control, thus reducing the potential for midair and near midair collisions.

First implementation of the new concept will be at the Atlanta Municipal Airport. A separate rule establishing the terminal control area at that location was published simultaneously with the general rule on the subject. It becomes effective June 25.

### Additional Hubs

Additional rule making covering other major hubs will follow. In each case, the terminal control area will be tailored to accommodate local traffic needs.

In addition to Atlanta, FAA has been considering creation of terminal control areas at 21 other locations. They are: Chicago O'Hare, Washington National, Los Angeles, San Francisco, New York Complex (LaGuardia, Kennedy, Newark), Dallas, Boston, Miami, Detroit, Denver, Philadelphia, Pittsburgh, St. Louis, Cleveland, Minneapolis, Houston, Kansas City, Seattle, New Orleans, Cincinnati and Las Vegas. This list is tentative, however, and could be changed in the light of future developments.



### Reaching New Audiences

Assuring a wider West Coast audience for agency films is the arrangement for showing them over Los Angeles educational television station KCET. James Howland (right), Los Angeles FSS Training Officer, discusses FAA films with KCET's educational services director, Maynard Orme and Mrs. Joan Lence, coordinator of local operations for KCET.

## TV Programs Proving Boon In Telling Story of the FAA

LOS ANGELES—FAA motion pictures are reaching wider West Coast audiences through regular programming over educational TV station KCET.

Arrangement for showing the films on the station were made by James Howland, Los Angeles FSS Training Officer. Howland had shown FAA films at more than 50 meetings to a total of approximately 2,000 persons. He found that the demand for additional showings was so persistent that some supplementary means had to be found for showing the films.

Determining that only television could provide the desired exposure, Howland contacted two officials of KCET Community Television of Southern California, a non-profit corporation. Through discussions with the station's director of educational services, Maynard Orme, and coordinator of local operations, Mrs. Joan Lence, Howland arranged for free airings of two films in November and December of 1969.

### Response Is Excellent

Excellent response to the telecasts led to subsequent scheduling of two series of FAA films in February and March 1970.



### Our Highest Honor

At the recent Aviation/Space Writers convention in Las Vegas, Administrator John H. Shaffer presented the agency's Extraordinary Service Award to Lt. Gen. James H. (Jimmy) Doolittle, (USAF, Ret.) for distinguished contributions to American aviation. Last December the World War II Tokyo raid hero was cited by the FAA for starring in the agency film, "The Inspectors."

The first series, aired as part of KCET's educational and career programming, consisted of four films shown eight times during school hours. The second series, consisting of four general aviation films, initiated Channel 28's first aviation series. The films were presented on four programs during the month.

Success of the programs led to tentative arrangements for an additional series during the summer and fall of this year.

Advance notice of the films to be shown on KCET appear in the station's attractive 34-page monthly program guide. FAA motion pictures already shown include: "How an Airplane Flies," "How About Billy Wilson?" "Aviation Workshop," "Aviation Mechanics," "Density Altitude," "The Inspectors," "From the Ground Up," "Path to Safety," and "What's My Traffic?"

### Special Films

Since early 1969, volunteers at the Los Angeles FSS have been participating actively in the facility's Equal Employment Opportunity and Pilot Education programs. FAA films obtained for use in these programs also were shown on KCET and were enthusiastically received by the flying public in the Los Angeles area.

Typical of the response to the programs was the letter to The Los Angeles FSS from H. P. Ervin, Jr., a private pilot, who wrote: "I wish to express my appreciation to the FAA and KCET for the very interesting programs—I do hope they will continue." Carl J. Nielsen, an executive with Lear Siegler's Systems Technology Center, asked for schedules of future FAA TV showings and also expressed his appreciation to the FAA.

### Possibilities Suggested

Other regions may wish to investigate the possibilities of using non-commercial TV as a means of obtaining extra coverage for FAA films, according to Gene Kropf, Western Region Public Affairs Officer.

"Utilizing educational TV is an excellent means of telling the FAA story to a large audience," Kropf said. "There are 198 educational television stations viewed by at least eight million American households. We have found that educational channels are more than happy to cooperate with us."

## Betty Joao Honored by Hawaii FEB

WAKE ISLAND—Over a telephone hookup extending 2,300 miles across the Pacific, FAA's Betty Jane Joao recently heard herself named "Lady of the Year."

The 14 finalists in the "Federal Lady, Man and Manager of the Year" program were part of a field of 52 Civil Service employees headquartered in Hawaii and the Pacific islands nominated to compete for the awards.

The regional "Man of the Year" nominee was Douglas M. Gusukuma, Motor Fleet Specialist, Administrative Services Division. "Manager of the Year" nominee was Arthur J. Dalton, Supervisory Personnel Management Specialist, Personnel and Training Division.



**Top Gal**

Mrs. Betty Jane Joao, Secretary GS-6, who works for Wake Island's Area Manager Jim Bispo, named "Lady" of the Year at the 14th Annual Employee of the Year Awards Luncheon at the Pacific Ballroom, Ilikai Hotel, Honolulu. The "proceedings" were remoted some 2300 miles by telephone hook-up to a group of Wake Island FAAers gathered to share in the program.

Federal employee awards program.

Betty Joao has been cited by her superiors as "an outstanding example of the FAA tradition of service, enthusiasm and courtesy."

As secretary to the senior U.S. Government official on Wake, she meets daily with civilian and mili-

tary officials and their families and with foreign dignitaries.

She is organist for church services and participates and directs various talent shows. She organized and directed a children's church choir, organizes and plans participation in combined charity campaigns and was one of principals who negotiated with and obtained the successful inclusion of the Wake Island School children in the State of Hawaii Spelling Bee program.

### Helped Fund Drive

For the past three years, she helped raise funds to send the Wake Island winner to Hawaii to participate in the state finals in Honolulu. She is active in the American Red Cross, is an avid bowler and has helped organize and participates in the Women's Softball League.

Following Typhoon Sarah at Wake in mid-September 1967, she chose to remain behind to help in the planning and scheduling of the evacuation activity. Only after all evacuees had left the Island did she travel to Honolulu for her turn at some clean clothes, a dry place to sleep and a hot meal.

She studied at Gonzaga University in Spokane and at Portland State College and came to FAA in 1964 from her former post as a school teacher with the Trust Territories of the Pacific on the island of Ponape.



### National Recognition

Three of four Aeronautical Center employees who received national awards in their fields met recently with Administrator John H. Shaffer (the fourth awardee, Arthur W. Elwell, transferred to Washington Headquarters.) Shown are (from left): J. L. Harris, named a fellow of the Aerospace Medical Association; Ernest B. McFadden, cited for his outstanding contribution to flight safety; the Administrator; and Dr. Michael T. Lategola, presented an award for research aimed at protecting the health of airline pilots.

## National Honors Accorded To 4 at Aeronautical Center

OKLAHOMA CITY—National honors were conferred recently on four FAA executives employed at the Aeronautical Center.

The honors went to:

- **Arthur W. Elwell** of the General Aviation Maintenance Branch, Flight Standards Service. Elwell was the recipient of the Aviation Technician Education Council (ATEC) Award for leadership in training and certifying maintenance airmen during his more than ten years as head of the FAA mechanic testing program. The award was presented at the recent Tulsa conference of ATEC, a national organization of administrators and directors of FAA-certificated aviation maintenance technician schools.

- **Dr. Michael T. Lategola**, Chief of the Cardiorespiratory Section, Physiology Laboratory, at the Civil Aeromedical Institute. Doctor Lategola received the Walter M. Boothby Award for outstanding research in promoting the health of airline pilots.

- **Ernest B. McFadden**, Chief of the Survival Equipment Section of the Civil Aeromedical Institute. McFadden is the winner of the Harry G. Mosely Award for out-

standing contributions to flight safety.

- **J. L. Harris**, Chief of the Medical Education Branch of the Civil Aeromedical Institute. Harris was elected a fellow of the Aerospace Medical Association, the first layman to be accorded that honor.

Recognition was conferred on the three Civil Aeromedical Institute employees during the recent Aerospace Medical Association convention in St. Louis.

Dr. Lategola has been with the FAA since 1960. He formerly was assistant professor of physiology at the University of Oklahoma medical school. An expert on cardio-vascular diseases, Dr. Lategola has authored some 20 publications and research papers in that field.

McFadden, whose agency career began in 1949, was honored for a series of safety studies and innovations including design and development work on smoke hoods, various flotation devices and the drop-down oxygen masks now used on commercial aircraft.

Harris, a former Texas school principal, joined the agency in 1956. He has been an associate member of the Aerospace Medical Association since 1960.



### Artist . . . Firefighter

Off duty (left), Tyrus Dawson, a serious artist, is shown putting the finishing touches on a copy of a Rembrandt self-portrait. On duty (right), Dawson is an FAA fireman at Dulles International Airport.

## Art Hobby Enjoyed by Firefighter at Dulles

By Carol Lencki

WASHINGTON—It all started 35 years ago when 11-year-old Tyrus Dawson began experimenting with water colors, trying to produce effects that water colors were never meant to produce. One of the boy's relatives, feeling oil paints might be more suitable, purchased a set for him.

Dawson, now an FAA firefighter at Dulles International Airport, has been dabbling in oils ever since. His formal art training amounted to a year of instruction at the National Art School in Washington. Since then, he has continued to paint on his own.

Away from the Dulles firehouse, Dawson spends much of his spare time at the National Art Gallery, where he sets up his easel and copies the masterpieces he most admires—those of Rembrandt.

Right now, Dawson is copying Rembrandt's "Descent from the Cross," and plans to complete it this summer.

"I derive great satisfaction from copying biblical paintings," he said. "Although I sell some of my reproductions and do portraits and paintings by request, I prefer to

paint what my mood dictates—what I feel."

Dawson teaches art privately and prefers teaching individuals rather than groups because he likes to concentrate on improving an individual student's talent and style.

Dawson joined the Dulles firefighting staff in 1964. He specializes as a turret operator but, like all firemen on the force, performs

other specialized tasks as required.

"I enjoy the excitement and responsibility of being a firefighter," he said. "Eventually, I hope to do a painting depicting the total exhaustion a fireman experiences after a blaze."

Dawson and his wife, who is his No. 1 art critic, reside in Riverdale, Md. They have one married daughter and three grandchildren.

## NAFEC Exhibits Planes

ATLANTIC CITY—An open house airplane exhibit highlighted the observance of National Transportation Week at NAFEC.

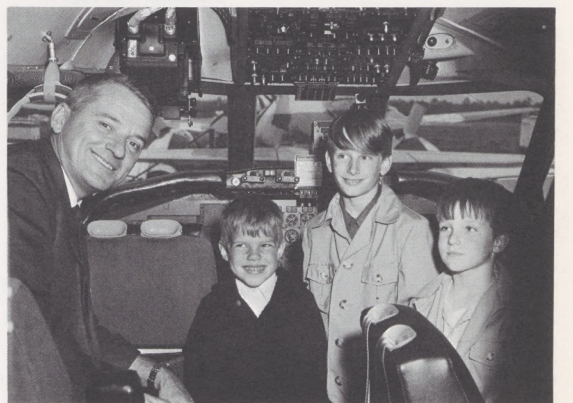
The program was conducted by personnel of the Center's Aviation Facilities Division and the Flight Inspection Field Office (FIFO).

Displayed were four FAA planes a Convair 880 jet transport, a Douglas DC-7, a Convair 580 and an Aero Commander 680E. All were open for inspection, except the Aero Commander, and personnel aboard explained the aircraft's missions and equipment and answered questions.

NAFEC project pilots Bernard

Hughes and Robert Grace were stationed aboard the DC-7 and the Convair 880. The flight inspection Convair 580 was covered by FIFO-2 pilot William James and technician James Rogers.

As a result of efforts initiated by all elements of the local DOT Field Coordination Group, National Transportation Week was well publicized throughout the southern New Jersey area. Additionally, the week was locally proclaimed by the Mayor of Atlantic City, the FAA film, "Today For Tomorrow," was shown on local television and a TV interview and service club talk were arranged by Public Affairs.



### Future Fliers

NAFEC Pilot Robert Grace in the "office" of the Convair 880 is host to three aspiring young aviators during the airplane visit in observance of National Transportation Week.