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'Metroplex Is
Implemented'
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June 22, 1970

Hijacker Thwarted by FAAers at Agency Airport

By Theodore Maher

WASHINGTON — FAA employees demonstrated smooth, decisive teamwork during a tense eight-hour period early this month when a hijacked TWA jet roamed the skyways from Phoenix, Ariz., to Elmira, N. Y., and landed twice at Dulles International Airport.

The "handle-with-extreme-care" flight passed through the sectors of five air traffic control centers before finally touching down at Dulles.

Throughout the eight-hour ordeal, the crew was menaced by a gunman armed with a .38, a straight-edge razor and a can of lamp oil. After the plane landed at Dulles a second time and was immobilized on the runway by FAA airport personnel, the gunman was overpowered by an F. B. I. agent and crew members following a frantic struggle in the cockpit.

Threat Ended

Only then did the eight-hour threat to the lives of the 51 passengers and seven crew members

ATC Personnel On 'Firing Line' During Hijacking

WASHINGTON—As a hijacked TWA plane recently made its unpredictable way across the country and along the East Coast corridor, hundreds of FAA controllers played some part, however small, in the eight-hour national drama that unfolded.

Only a relative handful, however, were in direct communication with the commandeered aircraft. And a still smaller number took part in conversational exchanges with the hijacker himself.

Listed below, in the order their facilities "worked" the hijacked aircraft, are the "firing line" employees who had direct contact with the errant plane as it moved across two-thirds of the nation:

Albuquerque Center: Stanley Crawford, Randall Martin, Atilano Griego, William S. Garver, Warren Sylvester, Jessie Beck, Roger Dieterich and John Connell.

Kansas City Center: Gary McCullough, Dean Kohler, Paul Bain and Bill Hamblton.

Indianapolis Center: Elmer Loudemilk, Joe Rankin, Albert Fellin, Bernard Freitag, Roy Blick, Dale Bricken, Robert Dunlap, Gene Gale and Robert Anderson.

Washington Center (Leesburg): James Cabaniss, Stephen Arata, Clark Molster, William Harper, Edward Kelvington and Phillip Munday.

New York Center: George DeFeo, John Nicelletto, Roy Richards, John Lapine, L. Moss, Donald Loterman, John Fisher, Paul Malushizky, George Palya and Thomas Balbi.

Dulles Tower: David C. Bobitt, Albert W. Gackowski, Robert McGrath, Bernard W. Wenning, Jr., William W. Reidy and Gene A. Barlow.

aboard come to an end.

In the climactic struggle to subdue the hijacker, the plane's captain, Dale C. Hupe, suffered a gunshot wound in the stomach. He is now well on the way to recovery following three blood transfusions and two major operations.

International attention was focused on the bizarre flight shortly

after its takeoff from Phoenix en route to Washington via St. Louis. While in the Albuquerque Center's control area, the pilot advised the center that an armed passenger had ordered him to fly directly to Washington.

Word of the hijacking was flashed to FAA Headquarters on the red phone by William R. An-

deron, chief of the Southwest Region's Communications Control Center. The alert was received at the Washington Comm Center by Duty Officer Robert Leise and quickly passed on to the chief of the center, James Davis. He, in turn, contacted the Administrator's office and a predetermined list of Washington officials including key personnel at the National Military Command Center, the State Department, the F. B. I. and the White House press secretary's office.

Throughout the emergency the Comm Center served as a command post for Headquarters officials and the NASCOM staff provided continuing visual presentations of the flight in the Management Operations Center. The comm center monitored relevant frequencies through Dulles Tower. These included Washington and New York Centers as well as the TWA company frequency. Outside calls related to the hijacking also were received here and at times almost every light on the two six-foot consoles was lighted.

Messages Issued

Meanwhile, as FAA controllers handed off the flight in sequence from the Albuquerque Center to centers at Kansas City, Indianapolis and Washington, the hijacker began issuing a series of radio messages to the White House, the Supreme Court, Cabinet officers and

government agencies. He demanded \$100 million for alleged grievances. The nature and tone of his messages were such as to arouse grave concern for the safety of passengers and crew.

In a trimmed-down response to the hijacker's demand for \$100 million, TWA arranged to have a satchel containing \$100,000 waiting at Dulles when the red-and-white Boeing 727 stretch jet touched down. The money was carried aboard by an internationally-qualified TWA pilot and, after refueling, the jet took off very abruptly. This made passengers aware for the first time that a hijacking was in progress.

Controllers at the Washington and New York Centers kept close radar surveillance on the flight as it meandered along the Eastern Seaboard while the hijacker counted the ransom. Enraged at being "short-changed," the 49-year-old former truck driver angrily scattered hundreds of greenbacks through the cockpit and radioed: "You don't know how to conduct! Is the President ready to fulfill my request?"

I & S Takes Part

By now, the FAA Office of Investigation and Security was working with the Secret Service in reconstructing the hijacker's background and his problems with the government. I & S arranged for a

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Ready and Able

Some of the FAAers who helped foil the recent hijacker are shown with Firetruck No. 218, the vehicle that carried the marksman within range of the plane's tires. (From left, standing) are: Dexter P. Davis, who coordinated the work of the firemen and policemen; Airport Policeman B. P. Masters, who volunteered to board the plane; and Airport Policeman George C. Armitage, one of the two FAA marksmen. In the cab is Fireman Lt. Ernest Cain, who was chief of the truck, and on the roof of the cab is Airport Policeman Paul J. Farnham, who fired from the top position.

Landmark Measure Studied By Regional Airport Chiefs

WASHINGTON—Regional Airports Division chiefs met with Airports Service officials early this month to formulate plans for implementing programs made possible by the recent passage of the Airport/Airway legislation.

The meeting, chaired by Airports Service Director Chester G. Bowers, was held in the new Department of Transportation, Nassif Building.

Among major items discussed was the administration of grants and the basis for granting funds under the expanded airport development program, as well as the environmental protection provisions of the legislation. Obligating authority for this program is to be available July 1, and as much as \$280 million may be granted during the first year.

The Planning Grant program, providing funds for airport planning, was also discussed in detail.

This is an entirely new program. It is the first time money has been available for this purpose.

The airport officials also examined possible results of the new airport certification program and made plans to add personnel to carry out this new responsibility. The legislation stipulates that all airports serving air carriers must be FAA certificated for safety by May 1972.

In conjunction with the certification program an airport inspection program to be instituted at non-air-carrier airports was also studied.

Regional Division chiefs who came to Washington for the meeting included: Gerald O. Kempton, Alaska; William C. Knoepfle, Central; Francis A. Carboine, Eastern; Richard T. Puckey, Pacific; William J. McGill, Southern; T. A. Adams, Jr., Southwest; and Charles J. Winger, Western.

Labor Relations Office Kicks Off New Program

WASHINGTON—A new agency labor relations program is beginning to take shape under the leadership of Edward V. Curran, recently named Acting Director of the new Office of Labor Relations.

The program's basic aim is to improve labor-management relations and promote greater two-way understanding on the part of both FAA supervisors and representatives of agency labor organizations.

Curran, who in March was named to his key position on the staff of Associate Administrator for Manpower Bertrand M. Harding, outlined a number of specific steps currently being taken by his office to improve the existing climate of relationships between FAA management and the various labor organizations.

Program Outlined

- These steps include:
 - A massive effort to train virtually every FAA manager in the significant aspects and techniques of dealing with members of labor organizations and their leaders.
 - Considerations of plans for the establishment of a Labor Relations Branch in each region to deal directly with labor-management matters as they occur in the field. Some additional field positions are being considered to fulfill this function.
 - A program to assure better coordination and communication

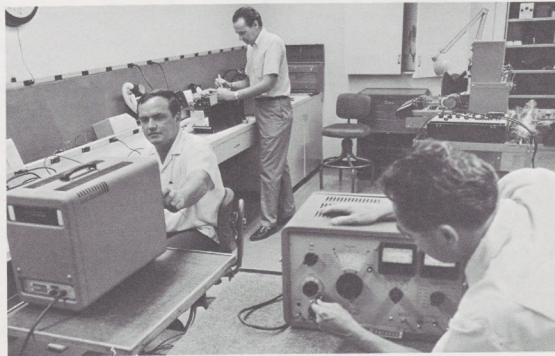
within Washington and between Washington and the field in line with the Administrator's emphasis of the need for the agency to speak with a single, authoritative voice on issues raised by labor unions and other organizations representing FAA employees.

• A separate program designed to improve communications with

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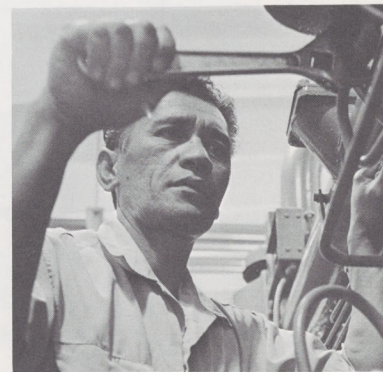


Edward V. Curran
Acting Director, Office of
Labor Relations



Technicians of the outstanding Pacific Region Airway Facilities Sector built complex test jigs to expedite their work, demonstrating exceptional resourcefulness, according to Pacific Region Director Phillip Swatek. Part of the winning crew is shown in the Molokai receiver station workshop. They are (from left): Electronics Technicians Rolland Moran, Robert Gayden and Warren Smith.

Regional Airway Facilities Sector Award plaque is held by Herbert Williams, Chief of the Molokai Sector. Two planeloads of Honolulu television and news reporters joined regional officials in flying to Molokai for the presentation which was made by Pacific Region Director Phillip Swatek (right).



Keeping the Molokai receiver station diesel engine generator in top working condition is Frank Kuamoo, General Facilities and Equipment Technician. Kuamoo's professionalism assures an uninterrupted power supply for the receiver station should a main power failure occur.

Resourcefulness . . . Dedication . . . on Molokai

The Sector On the Friendly Isle



Editor's Note: This is the first in a series of articles on the outstanding regional Airway Facilities sectors recently named "Sectors of the Year."

Because of space age developments, the tiny, shoe-shaped volcanic island of Molokai only 25 miles from Honolulu has achieved global significance. Outstanding work by 15 FAA employees on the island has helped make this possible and recently won for them the distinction of being named the Pacific Region's "Airway Facilities Sector of the Year."

The 260-square-mile Hawaiian island—just a few minutes from Honolulu by air—is the site of a key high-frequency, point-to-point communications system serving the trans-Pacific aircraft. And just as important, the major receiving station for NASA's Space and Missile Test Center is located on the island. Messages from air and ground support stations throughout the world are relayed through Molokai during all major U.S. space exploration activity. Sophisticated, remote-controlled transistorized equipment on the island is maintained by a dedicated group of technicians headed by Sector Chief Herbert O. Williams.

FAA Provides Homes

Sector employees live in FAA-provided homes. Because of the island's remoteness, these employees are responsible also for maintenance and repair of Molokai's firefighting vehicles, water pumps and general purpose vehicles.

One of the technicians' principal jobs is maintaining a veritable forest of antennas on 1,200 acres of land. To expedite their maintenance work, technicians at the facility constructed a number of test jigs and other equipment.

The Molokai Sector's performance was described by A. C. Medeiros, Chief of the Pacific Region's Maintenance Operations Branch, in these terms: "The sector has high productivity, exceptional resource utilization and has made many technical contributions. Employee morale is high and management of personnel is efficient. The sector well deserves being named 'Sector of the Year.'"

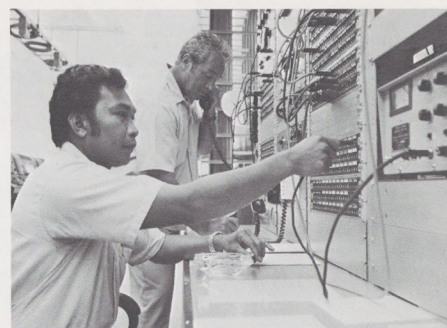
Supports Military

Because of the support to the military given by this FAA facility, it is visited often by top-ranking military officials. "All praised the professional appearance and operational efficiency of the sector," said Medeiros.

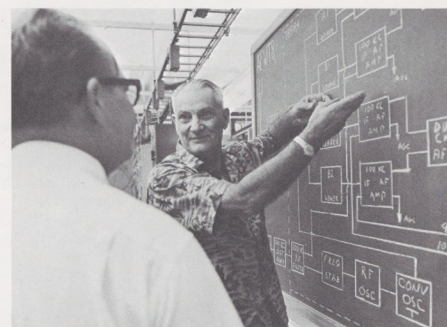
The sector has received a citation from the Air Force commending it for supporting Department of Defense operations during the Apollo XI mission, the first moon landing flight, in July of 1969.

FAA employees on the island, known to tourists as "the friendly isle," enjoy living in one of the world's most scenic settings. Only a few miles from the FAA facilities is the island's northern coast, noted for its sheer cliffs of emerald green laced by silvery waterfalls. The island's beauty is enhanced by five large volcanic craters, the largest of which is Kamakou, towering 4,970 feet above sea level.

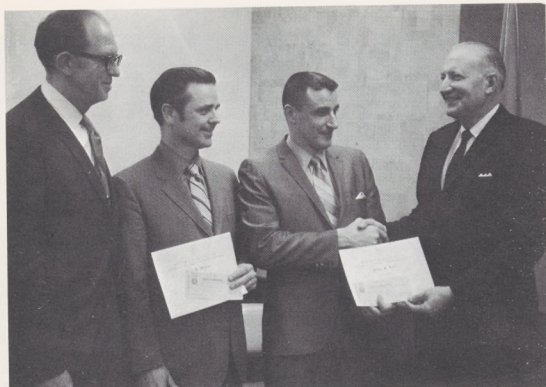
Sector Chief Williams' staff is made up of these electronics technicians: Francis A. Lee, Benjamin San Miguel, Philip H. Okada, John P. Vilmaire, Eugene Y. Q. Lung, Robert F. Gayden, Warren O. Smith, E. Earl Sawyer, Rinzo Nakama, Rolland E. Moran and Jose Yadao. Frank K. Kuamoo is the island's General Facilities and Equipment Technician. One laborer, Melvin K. Spencer, is on the staff. Louise M. Borsella is the part-time clerk-typist.



High quality maintenance, exemplified by the work of Electronics Technicians Jose Yadao (left) and Francis Lee, has brought praise from commercial and military experts who have visited the Molokai Sector, according to Paul Welch, Assistant Chief of Pacific Region Airway Facilities.



Intricate circuitry at Molokai's receiver station is discussed with Sector Chief Herbert O. Williams (left) by Electronics Technician E. Earl Sawyer. The Molokai receiver station, a vital communications link in the Air Force's Western Test Range activities, serves Apollo missions and Pacific area missile firing activity.



For Special Service

For producing a color slide presentation telling FAA's story for area use, controllers Dale A. Nestle (second from left) and John R. Reel, from Indianapolis Airport Tower, received certificates and \$500 cash awards from Chicago Area Manager Paul E. Cannom (right). Tower Chief Duane L. Jennings (left) looks on.

Controllers Given Awards For Local-Level PR Feats

By Sue Silverman

CHICAGO—Thanks to a do-it-yourself, but highly-polished, public relations effort by two traffic controllers, the agency's image is alive and well in Indianapolis. In this case, virtue wasn't its own reward: John R. Reel and Dale A. Nestel were given Special Service Awards of \$500 each for their innovative program.

Like most major FAA field facilities, the Indianapolis Airport Tower at Weir-Cook Airport is a center of community interest. Its personnel frequently are called upon to appear before civic groups and aviation organizations to tell

it like it is in Indianapolis. For one thing, it's plenty busy. Last year the tower handled approximately 210,000 operations, ranking among the top fifth of all FAA airport towers in total aircraft operations. But Indianapolis is also the location of an air route traffic control center and a flight service station.

So when one is asked to tell FAA's story in Indianapolis, it's pretty hard to do in 25 words or less. Reel and Nestel set out to reduce the number of words it would take, by portraying "The Indianapolis Story" through slides and accompanying narration. Amateur shutterbugs, they set out more than a year ago to shoot every type of FAA or aviation-related subject they could think of—even down to the airport's baggage handling, ticket counters and snow removal equipment. So that the project wasn't overtaken by events, Reel went to St. Louis to shoot the tower there, because they had learned that Weir Cook was getting a new tower modeled on the one at St. Louis.

Presentation Condensed

Through judicious editing, Reel and Nestel condensed their 400-slide collection down to 160. Depending on the audience, the show can be long, short, technical, youth-oriented—a highly flexible production. Nestel and Reel constantly update the program, adding new slides and rewriting the narration to keep the presentations current. So far, more than 2,000 people have seen "The Indianapolis Story," and it has been lauded by Warren C. Helm, Aerospace Education Consultant for the state, as "a great step forward in informing educators."

The presentation is very much like the overall "FAA Story" (available to all FAA field personnel from Washington's Office of Public Affairs and regional Public Affairs Officers upon request) except that it is geared to the special local audience. Therefore, agency employees who have both the time and incentive to follow in Reel and Nestel's footsteps in their own localities, can get a jump on the project by obtaining a copy of the printed narration of "The FAA Story" which includes photographs of the slides that are used. Inquiries should be addressed to PA-30 at Headquarters.

Advisory Group's Leader Honored

OKLAHOMA CITY — Administrator John H. Shaffer visited the Aeronautical Center recently to address the Women's Advisory Committee on Aviation and to present the FAA Award for Distinguished Service to Mrs. Lauretta B. Foy, outgoing chairman.

The Women's Advisory Committee on Aviation—comprising outstanding pilots, educators, businesswomen and civic leaders—meets twice a year to provide recommendations to the Administrator for improving aviation facilities and services.

In presenting the award to Mrs. Foy, the Administrator lauded her dynamic leadership and long-time devotion to the advancement of aviation.

"Few people—men or women—can boast of your accomplishments in aviation or match your record of dedication to aviation growth and safety," he said.

The citation, with a silver medal and rosette, was presented to Mrs. Foy during a luncheon at the Aeronautical Center. The citation notes that her "imaginative and innovative leadership of the Women's Advisory Committee on Aviation has led to bolder, farther-reaching programs designed to increase public understanding of the national aviation system. Her activities in furthering American air technology and safety reflect professional



Distinguished Service

The silver medal of the FAA Award for Distinguished Service recently was pinned by the Administrator on outgoing chairman of the Women's Advisory Committee on Aviation, Mrs. Lauretta Foy. Seated are Chris Walk, Acting Director of the Aeronautical Center at Oklahoma City, and Mrs. Ann Woods, a committee member.

competence and personal commitment of the very highest order, warranting gratitude of the entire aviation community."

As the former Lauretta Beaty, Mrs. Foy was one of the original Busby Berkeley Girls at Warner Brothers Studios. She left the movies during World War II to become a Women's Air Service pilot. She is vice president of the Whirly-

Girls (women helicopter pilots), belongs to the Ninety-Nines (organization of women pilots) and is on the board of directors of the Professional Helicopter Pilots Association. Mrs. Foy won the Powder Puff Derby in 1949.

During their three-day session at the Aeronautical Center, Women's Committee members were guests of the Oklahoma City Chamber of Commerce at a reception and dinner. The also visited the First Lady of Oklahoma, Mrs. Dewey Bartlett, and were given certificates naming them "Honorary Okies."



Teaching Teachers

Off-duty time is volunteered by Henry Hubbell of Flight Standards, who devoted two evenings a week to teaching aspiring flight instructors who, in turn, will give their free time to teaching underprivileged youngsters to fly.

Hubbell 'Ground School' Helps Underprivileged

WASHINGTON — After the business day ends for most FAA employees until recently it started anew for Henry H. Hubbell—two times a week, that is.

Hubbell, a general aviation operations specialist on the regulations staff, Flight Standards Service, devoted two evenings a week to instructing pilots interested in becoming flight instructors. In turn, these pilots have pledged some portion of their free time to instructing underprivileged youngsters interested in flying.

The eight-week ground school course for flight instructors was given to 22 experienced pilots in the Headquarters Building.

"It's the most enthusiastic and conscientious group I've ever worked with," said Hubbell, who has been teaching flying for 30 years.

The instruction program Hubbell headed up was established by Robert V. Reynolds, Assistant Administrator for General Aviation Affairs, and his staff. Also instrumental in setting up the course was Civil Air Patrol. When Hubbell's students are ready to begin their flight instruction duties, the Wing

intends to supply the aircraft the fledgling instructors will use in working with aviation-minded youngsters.

Dedicated to the promotion of flight safety, Hubbell had a second motivation in teaching the course. "I'm convinced that good instructors represent the first line of defense against aviation accidents," he said. "I hope I'm training a fine group of instructors who will be missionaries for safety."

New Radar Units Are On The Way

WASHINGTON — An FAA contract of \$371,225 has been awarded to the Whittaker Corporation of Los Angeles for the purchase of 33 radar weather reporting units.

The award brings to 120 the total number of radar weather reporting units ordered from Whittaker for use with the semi-automated air traffic control system—NAS (National Airspace System) Enroute Stage A—now being implemented at FAA's 20 air route traffic control centers serving the continental United States. The previous order was made in April 1969.

The unit relays weather information to enroute centers for computer processing and display on the controllers' radarscopes as geographic points representing the periphery of weather areas.

Located at long-range radar antenna sites, the unit processes radar returns and discriminates between radar targets and precipitation clutter.

FAA HORIZONS

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

Controllers undergo Metroplex training in a simulated environment at NAFEC. Several groups were trained recently in this fashion.



Master Plan for Improved Air Traffic . . .

Metroplex Is Implemented

A major step in the agency's continuing effort to eliminate air traffic bottlenecks in high density terminal areas goes into effect June 25, when the Metroplex plan is adopted for the New York metropolitan area.

The changes in air traffic patterns and routes for aircraft operating into the New York area are expected to speed traffic in and out of Kennedy, LaGuardia and Newark Airports and numerous satellite airports that ring the city. Reducing congestion at New York's "Big Three" airports, which together make up the nation's busiest air terminal complex, also will facilitate the flow of over-flying traffic along major north-south routes of the "Golden Triangle" from Boston to Washington.

Metroplex culminates almost two years of study by an eight-man FAA-Industry task force chaired by Jack Lee of the Eastern Region's Air Traffic Division. FAA air traffic representatives from the Eastern Region who played a major role in formulating Metroplex included Martin Sonnett, Louis Pol, John Paepier and John McNamara (now with the Air Transport Association).

Aviation organizations participating were the Air Transport Association (ATA), International Air Transport Association (IATA), National Business Aircraft Association (NBAA), Allied Pilots Association (APA) and Aircraft Owners and Pilots Association (AOPA). Air Force and Navy representatives at Eastern Region headquarters also participated on a regular basis. Controllers from the NY Center and the CIFRR were also on the team.

Makes Use of Common IFR

A prime Metroplex objective is to permit utilization of the full capabilities of the New York Common IFR Room located in Hangar 11 at Kennedy Airport. The CIFRR, commissioned in July 1968, combined the three separate radar rooms at Kennedy, LaGuardia and Newark towers to provide more efficient

use of the congested airspace in the New York area and reduce coordination efforts. However, for this goal to be fully realized, new and improved air traffic procedures had to be developed. On Aug. 15, 1968, FAA and industry representatives met to brainstorm the problem and decided to create a task force charged with producing a viable plan to ease New York's air traffic jams.

The plan eventually developed constitutes a sweeping revision of old procedures. Primary arrival fixes have been moved out, providing five additional routes—three east-west and two north-south. New arrival and departure traffic flows have been formulated to minimize crisscrossing between the two flows and to permit better airspace utilization. Primary holding patterns for JFK, Newark and LaGuardia have been moved farther outward to give controllers greater flexibility in handling both arriving and departing air traffic. Safety is increased by facilitating the separation of climbing and descending aircraft which formerly required extensive "hand-tailored" radar vectoring service. Arrival procedures have been improved to a degree that minimize or, hopefully, even eliminate gaps in arrival sequences. By delegating responsibility for a greater amount of airspace to the Common IFR Room, the plan gives that facility greater flexibility in the use of airspace it controls.

No plan so far-reaching and complex as Metroplex could be a reality without having received sizeable contributions from many quarters. Within the region, the Airway Facilities, Air Traffic and Flight Standards Divisions helped push the plan towards implementation. Soon after Metroplex was developed, the plan was submitted to the Airway Facilities Division to make a determination of engineering and installation costs. Concurrently, the Air Traffic Division undertook studies involving staffing requirements and operational configuration needs. The latter study saw controllers from both the Common IFR Room and

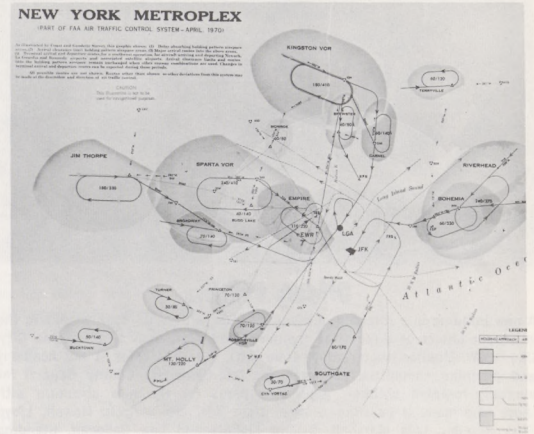
New York ARTCC playing a major role. Included was a plan for controller personnel training requirements and completion of the "nuts and bolts" procedural requirements at the two facilities.

Flight Checks Made

While all this was going on, Flight Standards Division aircraft logged some 200 hours in flight checking of procedures and facilities involved in Metroplex. To enable the high altitude flight check group to accomplish their specialized part of the workload, close coordination was established with the National Flight Inspection Division at Oklahoma City. In all, 50 flight hours were expended in this program. The Coast Guard at Governor's Island, N.Y., also joined in this effort by providing an aircraft that successfully completed a radar check in the extended over-water areas. The Coast and Geodetic Survey assisted by developing new, superior systems of preparing video maps and distributing advance information of the plan to user groups.

A vital step in making Metroplex viable was reconfiguration of the New York Common IFR Room to accommodate the additional staffing needed. Because of the complexities involved, this was accomplished in six phases, starting with relocation of the Newark departure console and ending with the relocation of the Kennedy arrival console. Meanwhile, CIFRR controllers were also being relocated, temporarily of course, to NAFEC in Atlantic City for training in a simulated environment. Additional training and briefings were provided at the facility itself, as well as at the New York ARTCC.

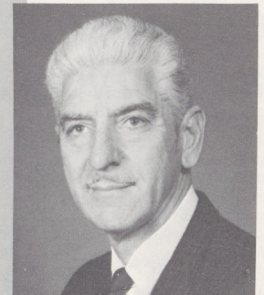
Early in the morning of June 25, following last minute technical equipment checkouts, Metroplex will be an operational reality. In a space of a few hours, the most complex revision to the nation's airway system ever undertaken under "in-service" conditions is expected to be effected without any undue impact to the users who stand to benefit.



All pilots subscribing to the Airman's Information Manual have received a four-color chart showing all holding patterns involved in the New York Metroplex system. The map covers patterns for Kennedy, LaGuardia, Newark, Teterboro and Westchester County Airports.



Classroom training in Metroplex procedures is conducted for New York Common IFR Room personnel by Ben Meier of that facility. Similar sessions were held for controllers at the New York Center.



FAA members of the Metroplex task force are seen in one of many sessions leading to the plan designed to ease air traffic bottlenecks in the busy New York area. They are (from left): Jack Dee, Louis Pol, John McNamara and John Paeper. Inset shows Maitin Sonnett, the fifth FAA representative on the team, who was absent at time photo was taken.



Off-duty Builders

A new building in a retarded children's center will go up soon thanks to the volunteer efforts of a group of engineers and draftsmen at Oklahoma City. Charles W. Mueller (seated, third from left), a branch chief at the Academy and planning committee chairman for the Oklahoma County Council for mentally retarded children, goes over plans for the new structure with those who made it possible. Seated (from left) are: Harreld Howell, Lloyd Ellis, Mueller, Lyle Marshall, Dwight Moffatt and Lew Cadogan. Standing (from left) are: Charles Wall, Eldon Howard, Jim Kopisch and John Johnston.

Skill, Time Are Donated For Humanitarian Task

OKLAHOMA CITY—Ten Aeronautical Center engineers and draftsmen recently donated 500 hours of their off-duty time to designing a new workshop building needed by a retarded children's center after the old building was destroyed by a tornado on April 29.

In appreciation of their volunteer efforts, each of the employees recently was awarded a Certificate of Appreciation by Charles W. Mueller, Chief of the Air Navigation Facilities Training Branch. Mueller is the planning committee chairman for the Oklahoma County Council for mentally retarded children.

He presented certificates to Mechanical Engineers Lewis D. Cadogan and Harreld K. Howell; Electrical Engineers Lloyd M. Ellis and Dwight R. Moffatt; Civil Engineers Edgar C. Wall and Norval G. Simpson; and Draftsmen Eldon R. Howard, Jimmie H. Kopisch and John P. Johnson.

"You have contributed immeasurably to those less fortunate in your community and have done much to benefit FAA's community image," Mueller said in making the presentation.

Officials of the Dale Rogers Training Center for Retarded Children said construction of the new building will start immediately using the plans drawn by the FAA employees.

The Oklahoma County Council for Mentally Retarded Children provides three services not performed by any other agency in the county—a pre-school facility, a workshop for adults and a day care center for the mentally retarded children of working mothers. The Council receives about a fourth of its support from the United Fund. The remainder comes from welfare sources, tuition paid by parents and contributions from service organizations and interested citizens.

Parent volunteers administer the organization.

Area Navigation System Granted Type Certification

WASHINGTON—The first Supplemental Type Certificate (STC) for installation and operation of area navigation (RNAV) equipment in general aviation aircraft has been issued by the FAA as a means of solving the problem of congested airspace.

Award of the STC was made recently to the Butler National Corp. of Mission, Kans., for use of the Butler Vector Analog Computer (VAC) in a company-operated Beech Queen Air airplane.

FAA's STC permits use of the system through the full range of area navigation, covering the enroute, terminal and approach phases of operation.

Area navigation is based on the use of airborne computers which permit pilots to use signals from existing VOR/DMS (very high frequency omnirange/distance measuring equipment) ground stations without the necessity of flying directly between these stations, as must be done with conventional navigation equipment. Through a triangulation procedure made possible

by the airborne computer, special routes can be established that enable the pilot to proceed more directly to his destination, avoiding congested airspace areas and reducing his communications coordination with the controller.

Implementation of area navigation by FAA already is well underway. Sixteen RNAV routes have been established in the eastern, southern, and western parts of the country for interim use pending formal rule making action. Additional RNAV routes, both in high and low altitude airspace, are being developed, along with Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs).

The agency's most recent action was the establishment of the nation's first RNAV instrument approach procedures for use at six airports.

Effective June 25, these procedures will make possible straight-in approaches to runways without the use of runway-oriented electronic approach aids.

ATC Skill Pays Off in Emergency

By Gerrie Cook

TAMPA—"Answer me . . . somebody, please answer me! My husband just passed out and I don't know how to fly this plane! What'll I do? What'll I do?"

Watch Supervisor Percy Mero and Controller Ronald Levesque at the Tampa International Airport Tower heard this frantic radio plea one recent morning. It came from Mrs. Donna Ragnitt, the only passenger in a plane piloted by her husband. It had taken off from St. Petersburg's Peter Knight Airport only a few minutes before.

Ragnitt, a military air traffic controller at MacDill Air Force Base, had just finished talking to Tampa Tower when he blacked out at the controls of the four-seat, single-engine Piper Cherokee. Mrs. Ragnitt advised that although her husband was not conscious he was maintaining a firm grip on the aircraft's yoke.

Calm Advice Given

Calmly, Levesque advised her to remove her husband's hands from the controls. A few moments later she radioed that she had done this but "had to beat his hands loose."

"If the aircraft starts any violent maneuvers, turn everything loose," Mrs. Ragnitt was advised. "Let the plane 'fly itself'—it will right itself. Just try to keep it straight and level."

Meanwhile, other TRACON controllers alerted the Coast Guard and a helicopter was dispatched to fly alongside and guide the aircraft in.

Because Tampa International Airport had longer runways and rescue equipment, it was recom-

mended that an attempt be made to land there. Tampa Tower declared a red alert and suspended all air traffic.

At this point, Mrs. Ragnitt advised that her husband "appeared to be coming around" and was conscious. She said he believed he could handle the plane.

"Put your husband on the mike, please," Levesque asked.

Ragnitt's voice still sounded quite groggy as he said: "I think I can land it."

Traffic Halted

As other air traffic into and out of Tampa International was diverted to other areas, Ragnitt was vectored in and was able to make

a safe landing. The plane was escorted to a ramp where an ambulance was waiting. Ragnitt was rushed to a Tampa hospital for observation and tests to determine what caused the sudden blackout.

"Mrs. Ragnitt did an outstanding job in keeping that plane in the air for 26 minutes despite the fact that she knew nothing at all about piloting an aircraft," Mero said. "She was remarkably cool and never panicked."

Mrs. Ragnitt commented: "I realized it was 'do-or-die.' I did my best to keep the plane flying straight. And I'm ever so thankful for the help FAA controllers gave us in this emergency."



Cool in Emergency

Calm instructions to a woman non-pilot whose husband "blacked out" while his plane was over the Tampa area were instrumental in getting the aircraft down safely. The instructions were given by Tampa Tower Watch Supervisor Percy Mero (left) and Controller Ronald Levesque. Both men are pilots.

Youngsters Aided by FAAer's Long Hike

ANCHORAGE—Walking — 21 miles of it in one stretch — is tough on your feet, one FAA employee here discovered, but he also found that you don't mind walking half so much when it's for a good cause.

Out in front in the community's recent "Walk for Hope"—a city-wide effort to raise funds for Hope Cottage, a home for retarded children—was James Carney, a management technician in the Alaskan Region's Air Traffic Division.

Carney and 324 other FAAers in Anchorage provided \$1,250 in financial support for the worthy cause. Carney, however, got most of the blisters—not all the 325 cared to trudge along but were willing to participate vicariously, some

pledging a dollar for every mile Carney walked. Some 4,000 Anchorage residents, most of them in their teens and twenties, took part in the 15-hour march that circled a suburban section of Anchorage near the International Airport to promote the fund drive.

Apart from his civic mindedness and his willingness to make personal sacrifices for others, Carney recently achieved another distinction. After attending nine years of night classes to fulfill a long-time ambition—a college diploma—Carney recently received a Bachelor's Degree in Business Administration at the University of Alaska's commencement exercises.

Regional Director Lyle Brown

commended him on his "determination, self-discipline and persistence in reaching your goal." He added: "The fruits of your labor will be manifold."

Agency Sponsors 6th Annual Meet

OKLAHOMA CITY—The FAA's Sixth Annual International Aviation Maintenance Symposium will be held here Dec. 8-10 at the Skirvin Hotel.

Theme of the symposium will be "The Aviation Maintenance Environment in the 70s." Presentations and panel discussions, covering both air carrier and general aviation activities, will encompass new maintenance concepts for future aircraft operations related to airframes, system and equipment, powerplants, avionics and electronics, and associated maintenance processes.

Other subjects will include maintenance considerations related to air pollution and noise problems.

The FAA sponsored maintenance symposiums have been attracting increasingly larger audiences each year. The 1969 event drew 730 persons, including 62 representatives from 29 foreign countries. These annual meetings provide the international aviation community with an opportunity to engage in an open exchange of information.



Persons desiring to attend or participate in the symposium are asked to submit name, title, organization, and a brief abstract of any paper they wish to present to Flight Standards Service, Maintenance Division, FS-300, before Aug. 30.



Walks—To Help Others

Marching can be constructive, a number of otherwise fairly conservative Anchorage residents could testify when they marched some 4,000 strong in a promotional effort to raise funds for a retarded children's home. Top fund raiser and one of the better marchers was James Carney of the Alaskan Region Air Traffic Division. Here he discusses the route of march with Mrs. Robert Anderson, secretary for Hope Cottage, a children's facility.

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: In our section, electronics technicians work 24 hours a day, 7 days a week, on rotating shifts. In talking with many electronics technicians from other regions who work these shifts, I find most of them are on duty eight hours and are not charged for their meal time. What are the regulations with regard to this?

Answer: It is agency policy to establish reasonable lunch periods for employees unless prevented by shift requirements or other operational considerations (see PT P 3600.3, paragraph 26). A very short lunch break may be allowed within the regular eight hour shift if all of the following conditions prevail: three or more eight-hour shifts in a workday are in operation in the facility, an overlapping of shifts to permit time off is not possible and the work situation is such that the employee cannot leave the immediate work area where his regular duties are performed.

Question: In some regions, an electronics technician may be promoted from GS-9 to GS-11 in one year. In our section, there is no intermediate grade (GS-10). If we otherwise qualify for GS-11 in one year, can we be promoted? It seems the time in grade should be the same agencywide.

Answer: Direct Line cannot speak to your specific problem without more complete information. There are many variables which may apply to your situation. Included are the manner in which management chooses to assign workload, the law governing time in grade requirements, cases where the Civil Service Commission may waive time in grade requirements and individual ability to meet training requirements. Your best bet is to discuss this matter with your supervisor or your personnel office.

Question: The new true time and one-half for overtime stipulates that it applies to employees whose work is directly related to air traffic safety. Would this not cover electronics technicians maintaining NAS equipment being used at the Aeronautical Center to train air traffic controllers and NAS technicians?

Answer: Provisions of Public Law 90-556 restricts payment of true time and one-half overtime to employees involved in daily operation and maintenance of the air traffic control system. Maintenance of equipment used for training does not meet this requirement.

Question: If a person is overpaid through no fault of his own, does the money have to be repaid?

Answer: Agency Order 2770.2, dated Sept. 3, 1969, prescribes conditions under which erroneous payments may be waived. These conditions are: the employee's request for waiver must be made within three years after the discovery of the erroneous pay and it must be determined that collection action would be against equity and

good conscience. Generally, this latter condition would be met by a finding that the erroneous payment occurred through administrative error and that there was no indication of fraud, misrepresentation, fault or lack of good faith on the part of the employee or any other person. Any significant unexplained increase in an employee's pay which would require a reasonable person to make inquiry concerning the correctness of his pay ordinarily would preclude a waiver when the employee fails to bring the matter to the attention of appropriate officials. An example of an administrative error which would normally result in a waiver of overpayment would be an incorrect personnel action placing an employee in a higher rate of pay than that to which he is legally entitled. Erroneous payments due to clerical errors in the processing of payroll records would not normally be waived, except in those cases where extenuating circumstances are present. The chief of your Accounting Division can answer any further questions you may have concerning waiver of erroneous payments.

Question: The time and attendance handbook 2730.2A, page 53, shows an employee receiving one hour of overtime for conversion to standard time and also receiving one hour extra shift differential. Is a person working overtime during the hours of 6 p.m. to 6 a.m. entitled to shift differential for these overtime hours? Sometimes this overtime is scheduled in advance, sometimes it is not. Does this make any difference? What are the regulations on this?

Answer: When the change to standard time goes into effect, employees working shifts during the change are paid for the actual number of hours worked—including any overtime or night differential. (See PT P 3600.3, paragraph 25.) An employee is paid night differential for overtime that is part of his regularly scheduled tour of duty. He is also paid night differential for some unscheduled or irregular overtime work, e.g., when an employee is required to work for another employee who is absent during his regularly scheduled night work hours. (See PT P 3550.11, paragraph 18, for a complete discussion of night differential pay.)

Question: If an employee carries over the maximum 240 hours annual leave accrual at the end of a leave year, is he entitled to unlimited leave during the next leave year; say in the amount of six, eight or ten weeks?

Answer: The employee earns and is entitled to take annual leave as an absolute right. However, it is management's responsibility to fix the time during which leave may be taken. If staffing and workload permit, the official concerned may approve extended leave periods, but the employee is not automatically entitled to unlimited leave.

Hijacker

(Continued from Page 1)

White House representative to communicate directly with the hijacker in an effort to dissuade him and work out his problems. The hijacker's reply was that any discussion "would be across the peace table." He again demanded \$100 million and ordered the pilot to return to Washington for the balance of the ransom.

As the hijacked plane swung southward, a grim dilemma faced FAA officials and law enforcement cops. They had to work out a realistic, safe-as-possible plan of action in the dwindling minutes before the plane returned. One plan considered was delivery to the hijacker of another ransom package by an air policeman carrying a concealed weapon. FAA Officer B. P. Masters volunteered for this dangerous assignment before the plan was discarded as being too risky.

On one thing there was full agreement between TWA and government officials: the plane must not be allowed to take off again after it landed a second time. The decision to shoot out the plane's tires after it rolled to a stop was arrived at by Arven H. Saunders, Director of the Bureau of National Capital Airports; James T. Murphy, Deputy Director; Airport Manager R. Daniel Mahaney and Special Assistant Dexter P. Davis.

Marksmen Called

Dulles Police Chief James P. Dillon called in two of his top marksmen to do the job—Officers Paul J. Farnham and George C. Armitage. Farnham had been in charge of the Air Police unit assigned to Air Force One during the Eisenhower administration.

Bags filled with paper to simulate the ransom demanded by the hijacker were strung along the runway. Fire truck No. 218, manned by Driver Charles E. Shupienus, Lt. Ernest W. Cain and Kenneth H. Mechem—all of the Aircraft Rescue and Firefighting Branch—was readied to speed out to the aircraft as it came in. Also aboard were the two police marksmen.

When the plane landed for a second time and began to taxi back toward the "money" bags, the ten-ton fire truck raced down the runway at top speed to reach it. Officer Farnham clung to a perch on the ladder leading to the top of the truck's cab while the driver of the truck maneuvered to keep the vehicle in a "blind spot" so far as visibility from the cockpit was concerned.

Armed with telescopic, high-powered rifles normally used to keep airport premises free of deer, Officers Farnham and Armitage took aim at the plane's tires from a distance of about 60 yards. They fired 15 shots at the tires—all hit the targets, later examination of the tires revealed. The big aircraft settled firmly to the runway as air escaped from punctured tires. TWA Flight 486 had, at long last, "terminated" at Dulles.

Tense Moment

"As I watched the tires flatten I kept hoping the hijacker wouldn't harm anybody when he realized what had happened," Officer Armitage said. It turned out that, because of engine noise, the hijacker was unaware the tires had been shot out. He did, however, angrily demand that all vehicles be removed from the runway.

As the plane sat at the end of the runway, emergency exits popped



R. Dan Mahaney
Dulles Airport Manager

open and passengers began clambering out. Saunders, Murphy, Mahaney and Dillon were among those there to help them leave the plane. Mahaney lifted down the plane's youngest passenger, a nine-day-old baby.

From a vantage point in the Dulles Tower cab, Joe Blank, the Investigations and Security member of the Anti-Hijacking Task Force coordinated certain FAA-F.B.I. activities while air traffic controllers maintained communications chatter with the aircraft to divert the hijacker's attention as efforts to apprehend him proceeded.

Meanwhile, an FBI agent managed to climb aboard. Momentarily distracted, the husky, six-foot-tall hijacker was jumped also by crew members. In the ensuing melee, the hijacker shot the pilot in the stomach. He himself received a minor gunshot wound before being subdued and taken into custody. He is being charged with air piracy, a capital offense.

In describing the hijacking to FAA's top managers during a regular Monday nationwide telephone conference recently, BNCA Director Saunders expressed warm praise for the outstanding performance of all employees involved.

"They are worthy of the highest tribute for the teamwork and splendid assistance they provided in this very serious emergency," he said.

Training Session Attended By AT Proficiency Officers

OKLAHOMA CITY — Twenty-five en route proficiency development officers from six regions attended an air traffic training conference at the Aeronautical Center recently to discuss en route training programs.

Chairman of the meeting was Robert H. Stevenson, Chief of Program Analysis and Planning on the Manpower and Planning Staff. Also participating were Morris J. Friloux, John K. King and Jerome F. Biron of the Washington Office of Training.

Conferees were welcomed by C. B. Walk, Jr., Acting Director of the Aeronautical Center. Fred M. (Dick) Marks, Jr., Chief of the Air Traffic Control Training Branch at the Academy, outlined the purpose and expected results of the sessions.

Conferees discussed manpower and facilities, revision of en route training programs, identification of priority facilities, requirements, inputs and scheduling. Other topics included program development and instructional systems, recruiting, and interim radar and non-radar program proposals.

Attending from Western Region headquarters were George E. Rugg and Thomas Jamison. Others attending from the Western Region were Ernie Van Der Meer, Seattle Center; John Haskew, Salt Lake

Labor

(Continued from Page 1)

supervisors and associations of supervisors.

Curran said the new training program to be activated soon is of major importance in laying the groundwork for a better spirit of understanding.

"It is vital that FAA managers be skilled in the art of labor relations and be able to deal competently, fairly and squarely with labor union representatives," Curran said.

Initially, a series of one-day training sessions for first-line supervisors is planned, with additional sessions for middle management supervisors.

At the training sessions, agency supervisors will be provided instruction on such matters as collective bargaining, negotiations, rules and regulations and unfair labor practices.

Skilled Background

Curran comes to his new FAA position with a background of more than 19 years of highly specialized experience in the labor relations field.

For more than seven years he was Assistant to the Supervisor of Industrial Relations for the Pullman Company in Chicago, followed by four years as Assistant Director of Labor Relations for Union Station in Washington.

From February 1964 to June 1968, Curran held positions as a specialist Employee-Management Cooperation and Chief of the Contract Negotiations Branch of the FAA. Just prior to his present assignment, he spent almost two years as Labor Relations Officer with the Office of the Secretary.

Curran's Washington staff consists of: E. L. (Jack) Embrey, William Worsnop, Jack Stone, Frank Kaegi, Carol Arnold, Jim Dermody, Sandy Domanick and Vivian Perry.

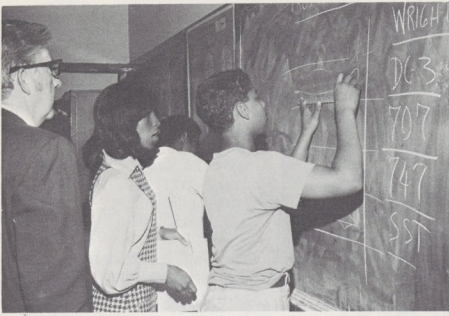
City Center; Hank Henneman, Denver Center; John Schneider, Los Angeles Center; and Chuck Sevey, Oakland Center.

Also, William Buckingham, Honolulu Center; Jack Peters, Pacific Region Air Traffic Division; Carl Geisler and Paul Arnold, Southwest Region; Bill Drake, Albuquerque Center; Robert Elkins, Ft. Worth Center; and Louis Meyer, Houston Center.

Others were William L. Green and J. W. Newman, Southern Region; J. Wesley Burnham, Atlanta Center; Norman Harrison, Memphis Center; John Clegg, Jacksonville Center; Willis Grisham, Miami Center and Eugene Parker, San Juan Center.

Attending from the Central Region were Stevia Slaughter, Kansas City Center; Mark Wilson, Minneapolis Center; Edgar Lilettvede, Great Falls Center; Dale Girls, Chicago Center; Walt Kaestner, Indianapolis Center, and Lamber J. Perina and Nina Ault, Central Region headquarters.

Attending from the Eastern Region were Richard Ackerman, Washington Center; John Wilson, Cleveland Center; Stanley Lowell, New York Center; Robert Desmond, Boston Center; and Fred Rochmis and John Wilson of Eastern Region headquarters.



Students compare the sizes of the DC-3 and the SST in the aviation class taught by Chalmers Frazer, the Executive Officer for the Associate Administrator for Plans.



Explaining the maintenance console to Roosevelt High School students is Douglas L. DeSance, Aircraft and Maintenance Coordinator, Headquarters Aircraft Management Branch, FS.



Chalmers Frazer, the Executive Officer for the Associate Administrator for Plans, invited student participation when he talked to the students about the supersonic transport program.

Washington Area Students Can Say:

'Our Teacher's from FAA'



Checking Roosevelt High School students on board is James J. Hackett, a Training Instructor at Headquarters Aircraft Management Branch of Flight Standards. The students flew on Nan-6, one of the workhorses of the agency's fleet.

(Bottom): Copilot George C. Hay, Project Manager, Aircraft Development and Systems, Aircraft Development Service, gives the students the prescribed before-takeoff instructions. (Right): After their ride in the agency's DC-3, Nan-6, a "first flight" for many, Aviation Education Program students from Roosevelt High School in Washington, leave the flight line.



The agency is pioneering its own educational project. It started last spring when FAA professionals taught aviation science at Roosevelt High School in Washington, and agency pilots, W. Buriel Barclay of Research and Development Service and George C. Hay of Aircraft Development Service, provided the grand finale by taking the aviation-minded students on a flight over the Washington area.

The "get to know aviation" program is expected to continue through the summer and at least through next year. So far, it has included field trips, such as visits to Dulles International Airport Tower and the Washington Center.

In all, agency "part-time professors" volunteered to teach aviation-oriented subjects in 14 different areas. These covered such aviation subjects as the operation of a plane and physiological aspects of flight. Included was a series of three lectures on air traffic control. Also covered were weather, principles of flight, communications, aircraft structures and the supersonic transport program.

'Project 400' Is Basis

The aviation course grew out of a program called "Project 400." The Administrator was asked to help locate agency personnel who would volunteer to teach regular courses in Washington area high schools.

The Administrator suggested that material specifically on aviation could be dovetailed into the schools' general science courses and that this material could be taught by agency employees. For instance, when gasses were being studied in the general science course, such subjects as atmosphere, atmospheric instruments and density altitude could be covered by FAA volunteer instructors.

Course coordinator William Broadwater of the Administrator's office explained that in this way youngsters who otherwise would not have an opportunity to learn about aviation are introduced to the field.

"It is important for students to know that many jobs are available in aviation, from dispatcher to pilot. Besides teaching them something about this dynamic field, we are trying to impress on them that all kinds of career skills and talent are needed," Broadwater said. "Undoubtedly, some of these students will go on to careers in aviation."

Volunteers Listed

FAA volunteers, besides Broadwater, who have taught at least one class include: Henry Hubbell, Flight Standards Service; George Mathieu, Headquarters Operations; Robert O'Neil and Sanford Rogers, Office of General Aviation Affairs; Melvin Miller, Flight Standards Service; Sherman Tynes, Systems Research and Development Service; Theodore Price, Air Traffic Service; and Chalmers Frazer, Office of the Associate Administrator for Plans. Harry Burton of Air Traffic Service taught several classes. Miss Barbara Gross of the Administrator's office helped on administrative aspects required to keep the program running on time and on course.

According to Chalmers Frazer, one of the volunteers, students were very receptive to "Project 400" instructors. "They asked a lot of probing questions," Frazer said. "They wanted to know about alternative modes of transportation and asked about relative contributions of our programs to society. Their interest was apparent to me when they stayed after class through lunch hour to watch a movie about the SST."

Other FAAers are teaching standard courses, such as history, English, public speaking, sociology and mathematics at area schools in connection with another phase of Project 400. Participating in this aspect of the educational program are: Charles Allison, Alan B. Klevit, Warren I. Lichtenberg, Ralph Tabakin, Leland F. Wisner and Jay L. Zebooker, all of Management Systems; Sam Clyburn, Jr., and Everett Morris of Flight Standards; James S. Dupuy, Logistics; and James P. Chadwick, Office of Audit.