FAA HORIZONS

Read 'Assignment: Tokyo' Page 2

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New ASR-7 Radar Is in Production

WASHINGTON—The agency's new ASR-7 radar is beginning to roll off the production lines at the Texas Instruments plant in Dallas and installation of the improved model will begin soon.

Among terminals which will receive the new radar are New York, Newark, Oakland, Chicago O'Hare, Chicago (South), Washington, Atlanta, Boston, Los Angeles, Dallas, Mobile, Ala., South Bend, Ind., and Huntsville, Ala.

Among advantages of the new ASR-7 are its improved reliability, ease of maintenance and the added flexibility made possible by installation of equipment for each radar channel in a separate, transportable van. This can be shipped over the highway to the radar site on a flat-bed truck. Each radar van has its own heating and air conditioning unit.

Installed in Pairs

Two of the radar vans are bolted together at the site to provide the normal two-channel radar facility. In the event the radar has to be relocated for any reason, each channel can be moved individually and independently to the new location, permitting relocation to be accomplished without disruption of service.

Key features of the new ASR-7 radar include:

• All solid-state and integrated circuit design, assuring greater dependability.

• A clutter suppression feature which offers better discrimination against weather, ground clutter and electro-magnetic interference. In other words, the controller is given better aircraft targets under all types of conditions.

• Radar cabinets of modular construction providing for easier maintenance. Any assembly may be removed without removing another assembly and all units are accessible from the front of each cabinet.

• A Digital Moving Target Indicator (DMT) providing an optimumly-functioning MTI system. The MTI system is a means of providing for the display of moving targets only and eliminates stationary objects from radarscope returns.

The ASR-7 program is being coordinated in Washington by Lewis Roth, Acting Chief, Terminal Radar Branch, Facilities Installation Service and James Flanagan, Chief, Systems Requirements Branch of Air Traffic Service. Earl Gray is the agency's Quality and Reliability Representative (QRR) at the Texas Instruments plant.

Hike in Aviation Capacity Outlined in New Report

WASHINGTON — A proposed working level research and development plan for increasing airport and airway system capacity to meet the future demands of air transportation has been published by the FAA.

"Release of this working level document to the industry is the first step in the consultative planning process from which we hope to develop an airways/airport system responsive to user needs," Secretary of Transportation John A. Volpe said. "Constructive industry comments on the proposed effort will ultimately lead to the development of an air transportation system that will enable the Department to fulfill its responsibilities to future generations of air travelers."

Planning Held Vital

Administrator John H. Shaffer said that the importance of the consultative planning process is reaffirmed by the recent passage of the Airport and Airway Development and Revenue Acts of 1970, "aviation growth is rapidly outpacing the capacity of the existing system and this working level paper is the first step in the development of a formal program to expand, modernize and improve aviation facilities throughout the United States."

The Administrator said that an accelerated research and development effort is needed to match system capacity to forecast growth. He said this effort must recognize both short-term requirements and the necessity for a smooth transition from the present to the next generation system.

Basic planning assumptions included in the proposed plan are:

• A new approach and landing system is necessary to achieve the more accurate guidance required and to minimize the site sensitivity problem at the larger and higher density airports.

• As airport-airway capacity is increased, a concurrent reduction in the potential for collisions must be provided.

• Many manual air traffic control functions must be automated. This includes conflict prediction and resolution, and sequencing and spacing of arrival aircraft. The role of the air traffic controller should change to that of monitoring the air situation and providing supervisory system control inputs.

• As ATC becomes increasingly automated and capacity increases, fail-safe/fail-soft requirements must be established for all key sub-systems elements.

Precision Required

• To provide major IFR (instrument flight rule) capacity increases with safety requires higher precision and greater reliability of navigation facilities for approach and departure operations.

• Expanded accommodations for handling people and cargo on the airport and for airport access and egress requires major efforts to investigate new concepts such as

(Continued on Page 7)

Top Management Team

Budget, personnel and regional reorganization were among the items discussed when region and center directors met with the Administrator and his top staff in Washington recently. Attending the conference were (seated, from left) Associate Administrators Bertrand H. Harding and Clarke Harper, Deputy Administrator Kenneth M. Smith, Administrator John H. Shaffer and Associate Administrator George S. Moore; (back row, from left) Associate Administrator Gustav E. Lundquist, General Counsel Nathaniel H. Goodrich, Director Jack E. Webb, NAFEC; Assistant Administrator Raymond B. Malloy, European; Directors Henry L. Newman, SW; George M. Gary, EA; Lyle K. Brown, AL; Phillip M. Swatek, PC; Edward C. Marsh, CE; James G. Rogers, SO; Christopher Walk (acting) Aeronautical Center; Arvin O. Basnight, WE; and Associate Administrator Oscar Bakke.

Accident Prevention Planners

Discussing the agency's expanding accident prevention program are Roy F. Morris (left) and Andrew J. Prokop, Chief, both of the General Aviation Operations Branch, Flight Standards. Prokop points to a report dispenser.

New Plan for Air Safety Is Expanded Nationally

By Theodore Maher

WASHINGTON—The agency's accident prevention program, successfully tested for two years in the Southwest and Central Regions, is going national on the basis of results achieved so far.

The order to expand the program is expected to be signed by Administrator John H. Shaffer this week. When implemented nationally, the program calls for establishment of a full-time general aviation accident prevention specialist in each General Aviation District Office and an accident prevention coordinator in each region.

It is planned to fill these positions with personnel already on duty at GADOs or regional offices. Target date for filling coordinator positions is Aug. 1, 1970. Most specialist positions are expected to be filled by Sept. 1, 1970 and all must be filled by July 1, 1971 when the nationwide program is scheduled to be in full swing.

Accidents Reduced

Expansion of the program to all domestic regions follows significant reductions in general aviation accident rates in the test regions. During the last five months of 1970, for example, Southwest Region fatal accidents in this category dropped 37 per cent and total general aviation accidents were down 17.5 per cent according to preliminary figures. In the Central Region, general aviation accidents dropped by more than 10 per cent during 1969, the first full year of the test period.

"We are actually changing people's attitudes on air safety," said Andrew J. Prokop, Chief of the General Aviation Operations Branch of the Flight Standards Service who played a key role in setting up the two-region tests. Also involved in the program was Henry H. Hubbell, the former chief of the Branch, and members of Branch staffs. General Aviation District Office personnel from all regions also participated.

Prokop said the aim of the program is a reduction in the toll of aircraft accidents by enlisting the aviation community and the avia-

(Continued on Page 7)

FSS EEO Team Provides Facts On Youth Careers

LOS ANGELES—Members of the Los Angeles FSS Equal Employment Opportunity team recently presented a three-part careers program to more than 140 metropolitan area junior high school students.

Included in the program were a locally-developed audio-visual package entitled "EEO 70s," an FAA film and a discussion on career opportunities in aviation.

The large audience of students and counselors came from ten Los Angeles "inner-city" schools. Also in the audience were members of Delta Sigma Theta sorority and representatives of the Office of Urban Affairs.

A tour of the Los Angeles FSS was included. Visitors were given a detailed explanation of duties performed at the various FSS positions, including pre-flight, in-flight, teletype and electronic maintenance. The group also was given a close-up look at flight check aircraft and facilities in the Coast Guard Air Station.

FSS Equal Employment Opportunity team members are Karl Chisholm, Anne Boyd, James Gomez, James Keogh, Elmo Murray and James Howland.

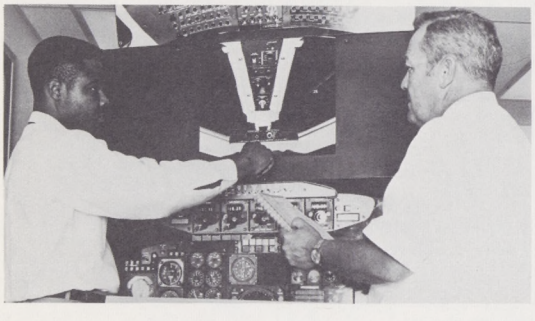
Other FAAers who helped put on the program included Gene Kropf, Western Region Public Affairs Officer; Ralph Prey, Chief, Aircraft Maintenance Base; H. D. Heister, Chief, Los Angeles FSS and Dave Millar, Building Manager, FAA Hangar Complex.

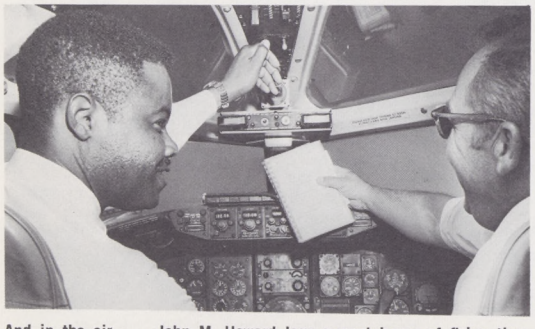
Commander Paul Tifft, Jr., of the Los Angeles Coast Guard Air Station, assisted with Coast Guard portions of the program.

Flight Instructor Ollie H. Clark (left) confers with John Howard, newly-assigned to the Tokyo Flight Inspection Group, on ramp at Oklahoma City. Howard will be flying Sabreliners like the one shown in background.

Assignment: TOKYO

In the classroom . . . new Flight Inspection Group Pilot John Howard is given refresher training in the agency's flight check Sabreliners. Howard has flown the military version of this aircraft—the T-39.





And in the air . . . John M. Howard logs several hours of flying time in a Sabreliner before taking off for his Tokyo assignment.

Not long ago, when John M. Howard was preparing to retire from the Air Force, he was convinced of one thing: he wanted to stay in aviation.

So 39-year-old Major Howard began sending out applications and resumes to airlines and to just about every region of the FAA.

Before the Pacific Region hired him recently to fill a vacancy in the Tokyo Flight Inspection Group, Howard began to receive replies, including a number in the "don't call us, we'll call you" category.

One letter he remembers most vividly was from a West Indies-based airline to whom he sent an application upon learning the airline might be seeking pilots.

Sorry, But . . .

"They told me my qualifications were just fine, but regretted they couldn't hire me," he said. "I think the way they put it was: 'I'm sorry, but we hire only our own kind.' I guess I should have sent them my picture."

Howard met with no such response, of course, from the FAA. Two of the regions where he applied expressed interest at about the same time that the Pacific Region put in a bid for his services.

With more than 5,300 hours of flying time, much of it in the T-39, the military version of the Sabreliners used in the agency's overseas flight inspection operations, Howard was a natural for an FAA job.

He left recently for Japan where he will be stationed at Yakota Air Force Base 30 miles from Tokyo. There, he joined nine other pilots currently engaged in checking the accuracy of navigational aids in the Far East.

Though stationed in Tokyo, Howard will be flying flight check missions in Japan, the Phillipines, Okinawa, Korea, Taiwan, Malaysia, Indonesia and the British crown colony of Hong Kong. His military assignments have already taken him to Germany and Thailand.

Howard and 17 other FAA flight crew personnel check the accuracy of military radar, VORs, instrument landing systems, airport lighting systems and communications in a vast area of Southeast Asia outside combat areas. Combat area facilities are checked by the military.

In preparation for his new assignment, Howard was given two weeks of refresher training at Oklahoma City to familiarize him with the Sabreliner.

"It's beautifully equipped," he said in comparing the Sabreliner to the military version. "It has several extras we never had on our T-39s." Howard's smile indicated that getting accustomed to the Sabreliner was a distinct pleasure.

Being a member of a minority group has not particularly hurt or helped him, Howard feels, expressing the view that no matter what your race or color, achievement requires considerable individual effort.

"You can be your own problem," he commented. "You can hold yourself back or you can go ahead depending on how you feel about yourself and what you can do."

Self-assured, confident, good-natured Howard does not seem to require any reinforcement in this regard.

Howard's father was a coal miner in the hills of West Virginia and, though Howard doesn't go into it, the going was often tough in those early years.

Shortly after graduating from high school in Vinton, Ohio, Howard joined the Air Force and moved rapidly up the enlisted ranks to staff sergeant. His early career included a stint as a radio maintenance non-com at lonely Barter Island, Alaska.

Was Aviation Cadet

In May of 1953, Howard applied for aviation cadet training and was accepted. A little more than a year later, he was proudly wearing his wings and second lieutenant bars in his new status as an Air Force jet fighter pilot.

Since then, his military record has included combat service in Southeast Asia and additional tours of duty in Germany and Alaska. Just before military retirement, he was stationed at Wright-Patterson Air Force Base as a pilot.

News that the FAA had accepted Howard for the Tokyo assignment was not received with indifference in the Howard household.

"When I told my wife, Patricia about it, you should have heard that war whoop!" he said. "My youngsters—Jon, 10 and Sheila, 8—rushed out and told all the neighborhood kids they were going to Japan. They were really excited."

Howard summed up his immediate plans in one sentence: "I just want to do the best job I possibly can as a member of the FAA team."

He does confess, however, to having one unfulfilled ambition. "I've always wanted a college degree," he said. "I really regret not having that sheepskin. And some day, maybe I can work it in."

Milestone Reached in Certification

LOS ANGELES—Two million airmen have been certificated by the FAA since private pilot license number one was issued on Apr. 6, 1927 to William P. MacCracken, Jr., Assistant Secretary of Commerce for Aeronautics.

Recently, the two-millionth airman's certificate was presented to Lt. (j.g.) Robert E. Dawson, a Navy radar intercept officer stationed at Miramar Naval Air Station.

The presentation was made by Western Region Director Arvin O. Basnight, who also presented Dawson with a congratulatory wire from MacCracken's widow.

"Knowing how my husband felt about aviation—and particularly military aviation — I'm sure he would have been proud and pleased to know that the two-millionth airman's certificate went to a Navy airman," she said.

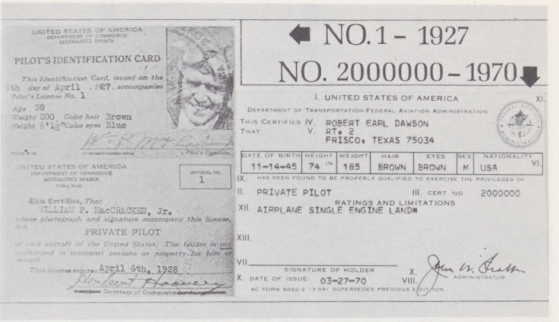
Lieutenant Dawson, who is assigned to Fighter Squadron 121 at Miramar, rides "piggy-back" as a radar intercept officer in a supersonic F-4 Phantom jet fighter. Deciding he would like to know more about what is going on in the front seat of the big, twin-engine McDonnell-Douglas Phantom, Dawson signed up for flight lessons with a civilian-operated flying club at his base.

After Dawson had completed the required instruction in a Cessna 150, FAA-licensed pilot examiner Wesley R. Johnson of Gibbs Flying Service granted the 24-year-old Navy officer his temporary certificate, allowing him to carry passengers and to fly a single-engine land plane. The examiner is under the jurisdiction of J. L. (Jess) Eddy, Supervising Inspector, San Diego GADO.

Pilot license number one carried the signature of the then Secretary of Commerce Herbert Hoover. The two millionth certificate was signed by Administrator John H. Shaffer. Between the two, 1,999,998 certificates were issued to airmen making up the milestone figure—including those licensed not only as pilots, but as mechanics, parachute riggers, ground and flight instructors, dispatchers, control tower operators, flight navigators and flight engineers

Airman No. 2,000,000

When Lt. Robert E. Dawson (center) is not jetting in a U. S. Navy supersonic F4 Phantom fighter, as a radar intercept officer he enjoys flying in a Cessna 150 as a newly-qualified private pilot. When he happened to get airman certificate number 2,000,000, Western Region Director Arvin O. Basnight (right) and Dawson's squadron commander made a special presentation of the document from the Airman Certification Branch.



Ticket—Then and Now

At left is Pilot License No. 1, issued six weeks before Lindbergh flew the Atlantic, to William P. MacCracken, Jr., Assistant Secretary of Commerce for Aeronautics, and signed by Secretary of Commerce Herbert Hoover. At right is airman certificate No. 2,000,000 recently awarded to Robert Dawson upon satisfactory completion of flight instruction and passing written and flight exams prescribed for the private pilot rating.

Turnout Is Heavy For Safety Meet

ALBANY, N. Y.—A recent all-day FAA safety seminar sponsored by the Albany GADO, originally planned for about 30 mechanics, attracted more than 280 mechanics and pilots.

The basic purpose of the seminar was to renew annual mechanic inspection authorizations. GADO Chief Al Nogard invited four industry representatives to speak to the group. When they all accepted, Nogard decided to expand the potential benefit by inviting other than inspection personnel to attend. End result: 106 mechanics attended the morning session and 175 pilots came for the evening session.

Industry speakers were W. M. Paradise of the Champion Spark Plug Co., H. Merv Enck of AVCO's Lycoming Division, Ron Rose of Continental Motors and R. J. Eckert of Bendix Electric Corp.

An Albany radio station, WROW, commended GADO Chief Nogard for sponsoring the seminar, noting that it did much to promote general aviation safety.

Scandinavians Interested

Operation of the Academy's en route training facilities, including simulated radar equipment, is explained to visiting members of the Swedish ATC Commission by Fred Fairweather (center), of the AT Training Branch.

Sweden's ATC Commission Studies Controller Training

OKLAHOMA CITY—Five members of Sweden's Air Traffic Control Commission visited the Aeronautical Center recently as part of an extended tour of aviation facilities in the U.S. and Canada.

Formed by the Swedish parliament to improve Sweden's air traffic control system, the group so far has visited FAA Headquarters in Washington and the Atlanta and Los Angeles Towers.

The mix of many different types of aircraft in Sweden's high density areas and the many high density airports in Sweden required upgrading of that nation's air traffic control system according to Lars-Erik Nordstrom, the Commission's executive secretary and spokesman.

Nordstrom expressed great interest in the Academy's equipment and training methods, stating that one of Sweden's primary needs is improving the training of air traffic controllers.

"Subject to the approval of parliament, present plans include building and equipping a controllers' school similar to the Academy," Nordstrom said. "Initially, an enrollment of 50 students a year is planned. A maximum annual capacity of 100 students is anticipated."

'Tops' in FAA

Administrator Shaffer looks over the award he presented to L. Elizabeth Moore, Office of Audit, as Outstanding Handicapped Employee of the Year 1969 for the entire FAA. Charles H. McKeon (center), Director of Audit, looks on. Miss Moore was named Headquarters' FAA Outstanding Handicapped Employee of the Year in December, 1969.

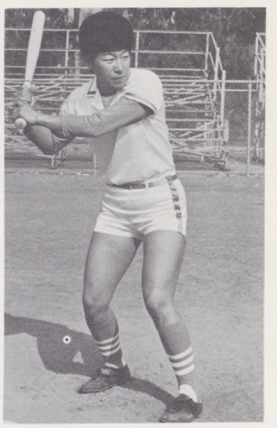
U.S. Softball Champs Include FAA Employee

LOS ANGELES—Five days a week, Nancy Ito's work at Western Regional headquarters is a demanding mental exercise. She's a computer-programmer analyst, coaxing computers to accept her input and produce the reports required by almost every function of the regional office—including Personnel, Airway Facilities and Accounting. Quite often, stringent deadlines are involved, and it is not uncommon for the FAA unit needing a complex report from the computer to want it "yesterday."

When Nancy Ito leaves behind her the reels of tape, the whirring complex of computers and piles of forms ready for tabulation, she unwinds evenings on the softball diamond near her home 30 miles from the city.

After a 40-minute drive home on the freeway, Nancy begins the transition from mental athlete to champion catcher for the 1969 Women's National Softball Champions—the Orange Lionettes, who were sponsored by the Lions when they started 35 years ago. In 1950, the girls won the first of eight national championships.

Next month, Nancy and her cowhide clouting teammates will trek to the World's Fair and International Exposition in Osaka, Japan to compete against teams from ten other countries. Los Angeles FAAers are rooting for Nancy and the Lionettes to emerge from the round-robin tournaments as International Champions for 1970.



Programmer-Player

Western Region computer-programmer analyst Nancy Ito gets into uniform to work out with the Orange County Lionettes. Her team captured the national softball championship eight times and will compete this summer for the world title.

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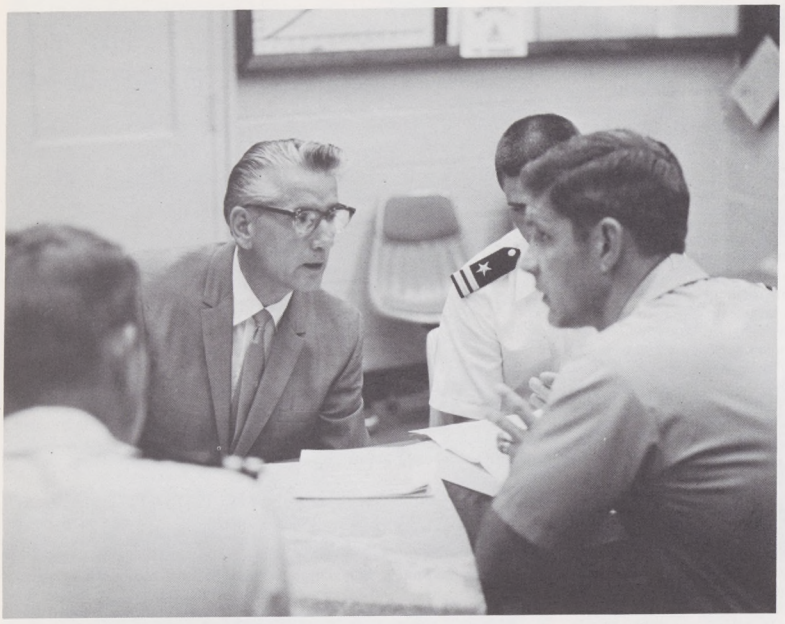
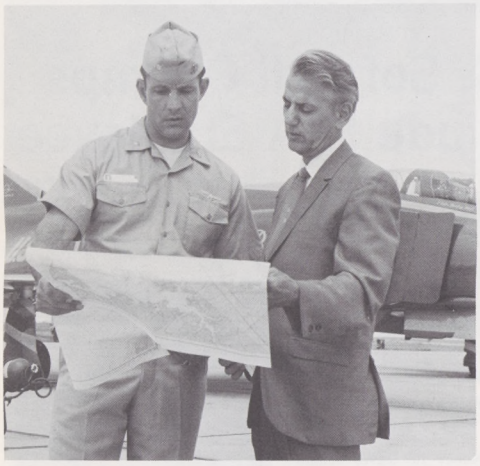
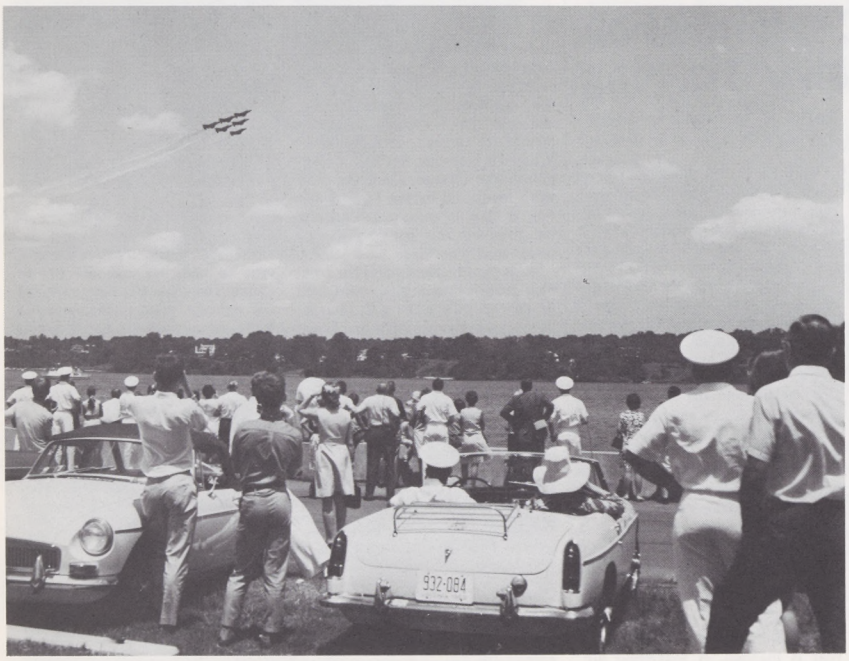




Details of the next day's precision flying exhibition over the U. S. Naval Academy for its June Week visitors are discussed by FAA monitor Phillip J. Ceconi (left), Lt. Cmdr. Harley Hall, representing the Blue Angels (right), and two officers handling arrangements at the academy. Advance meeting is mandatory prior to the exhibition.

◄ At Andrews AFB, where the Navy's Blue Angels were based for their June Week show over nearby Annapolis, FAA Washington Center Supervisor Phillip J. Ceconi discussed proposed flight paths with Lt. Cmdr. Harley Hall. Behind them is Commander Hall's F-4.



Transient boats were kept from the Severn River's immediate area under FAA instructions. The crowd of 50,000 people visiting Annapolis, Md., for June Week festivities considered the precision flying exhibition by the Blue Angels the biggest action-packed spectacular of their crowded calendar.

Monitoring the 'Blues'

FAA, the PHANTOMS an

By Thom Hook

Air Traffic and Flight Standards personnel work together

The 50,000 June Week visitors, anxious to see the free world's fastest jet fighters perform June 2, felt their noon entry through Annapolis, Md., was at the world's slowest pace. But by 12:45 p.m. the narrow arteries had unclogged. The crowd of 4,200 midshipmen, their sweethearts and relatives parked their cars on every bit of space available near the Severn River seawall and they spread out on Dewey Field, eagerly awaiting two scheduled air spectaculars.

High overhead at 10,000 feet, a plane carrying the Navy's Chuting Stars Sport Parachute Team took its position over Maryland's capital city. Their leader dropped an FAA-prescribed streamer to gauge wind drift toward targets set up on Dewey Field.

Watching below were the designated FAA monitor, Phillip J. Ceconi, a supervisor from Washington Center, and Fred Faffley and John Hudson, representing FAA's Baltimore GADO. The trio, involved in considerable planning before the afternoon's brief air spectaculars could "get off the ground," looked at one another. The plane's position for making the drop was directly over the city.

"That's not good," said Ceconi, and Faffley and Hudson agreed with him. Another streamer followed, making the same path from the seaport's center toward Dewey Field and the seawall.

Guarding Public Safety

Ceconi, charged with guarding the safety of all persons and property on the ground or in the air, quickly walked over to the narrator's booth and talked with Navy officials. Immediately, the public address system came to life:

"Because of high surface winds and winds aloft that conflict with regulations of the Federal Aviation Administration, parachute jumping by the Chuting Stars regretfully must be cancelled. The second event, a demonstration by the Blue Angels, will start as soon as possible."

Monitor Ceconi had enforced FAR Part 105.15, which forbids jumping over congested areas or an open air assembly of persons when surface winds exceed 15 m.p.h. with steerable canopy chutes, or 10 m.p.h. if the jumpers have non-steerable parachutes.

The crowd seemed to readily understand the safety rule, so there was no murmur of disappointment. Everyone could see the large clusters of people on the mansard roofs of the five-story high buildings near the field, 24 menacingly tall light poles also

Blues' at June Week . . .

IS and the PARACHUTISTS

By Thom Hook

el work together to assure safety at a major air spectacular.

lining the field and spectators clustered about the field. All observers could see that jumping under windy conditions could be hazardous. The cancellation was but part of planning thought out well in advance of the day of performance, should certain conditions arise.

So that Naval Aviation could stage the planned aerial performances lasting about an hour, weeks of planning and coordination were required. On Apr. 28, a Certificate of Waiver or Authorization (FAA Form 400), made out in the name of Academy Superintendent Rear Admiral James Calvert, U.S.N., was submitted to the agency. The application requested that for two-and-a-half hours on June 2, regulations governing traffic within a five-mile radius of the academy be suspended for flight demonstrations. A practice period also was requested for the previous day, and arrangements were made for policing the event, including assignment of Coast Guard and Navy patrol craft, a crash boat, an ambulance, fire truck and attending physician.

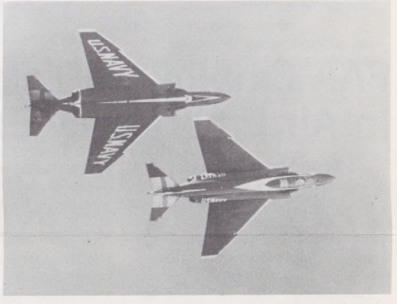
Waiver Is Issued

Three weeks later, the actual Certificate of Waiver or Authorization (FAA Form 663), prepared by Eastern Region and signed for FAA by Joseph R. Wilson, and Edward F. McMahon, respectively Chief and Assistant Chief of Washington Center, were returned to Adm. Calvert. The waiver contained 18 special provisions, totalling four pages, under which the event could be performed. Among conditions imposed was the ruling out of performances over congested areas, and coming closer to spectators than 1,500 feet horizontally.

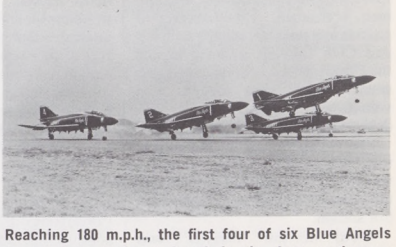
Other details specified that acrobatics be conducted at least 1,000 feet below any ceiling. A mandatory briefing for participants was established, and a central control point was called for, where the FAA monitor and the waiver holder could be in constant contact during the show. An important requirement was that the waiver holder notify the Washington FSS of all particulars at least 48 hours before the event. All provisions were made that on the day of the event, the flight service station, under Chief Joseph J. Greten, broadcast hourly advising all area traffic to stay clear of Annapolis between 12:30 and 3 p.m. Washington Center made sure IFR traffic kept well clear of the area, and Andrews AFB Tower Chief Robert E. Hass also advised his traffic to avoid Annapolis.

Whenever pilot personnel changes come about on the Blue Angels team, the FAA monitor concerned reminds newcomers that the solo wingmen are as obligated not to indulge in flat-hatting as are the skillful "pigeons" under the watchful eyes and wings of Blue number one, Lt. Cmdr. Harley Hall (fourth from right).

Space aboard the Yard Patrol craft in foreground was assigned for FAA's Phillip J. Ceconi so he could monitor the aerial demonstration and be near the show's narrator, who was nearby on Dewey Field at left. With Ceconi aboard craft were FAAers Fred Faffley and John Hudson, both representing the Baltimore GADO.



When the forward of the two solo performers jets by the crowd of spectators inverted and the rear jet is only three feet behind and right side up, it isn't a "stunt." All Navy pilots learn such maneuvers, to be done individually at altitude; the Blues just do them together, with minimum separation and nearer the ground.



Reaching 180 m.p.h., the first four of six Blue Angels depart from Andrews for their air show rendezvous over Annapolis. The leader lifts off first, followed by his two wingmen. Jet farthest left then plugs in full burner for lift off, makes a sharp left turn and takes the slot position for a perfect diamond takeoff formation.

Official U.S. Navy Photographs

With the chutists cancelled, the waiting Blue Angels followed Commander Harley Hall's order to leave their circling rendezvous and start the show's first dazzling pass up the river. All six roared by at 340 m.p.h., banking left low over the Severn so the crowd could see the pilots.

Monitor Ceconi and the two GADO representatives then closely observed the show from their vantage point aboard a moored Yard Patrol craft. Two Blue Angel solo pilots spelled their four buddies during the exciting next half-hour, with acts interlaced so quickly there was hardly time for spectators to take breath in between. In echelon formation, the precision flying Navy pilots executed high-speed rolls and changeover rolls. In diamond formation, with wings overlapping completely and only a yard separating wingtips from canopies, they rolled, looped and soared straight up for the dramatic *fleur-de-lis* breakup. In a final salute, the Angels showed that the Phantom is the slowest as well as fastest free world fighter. All "dirtied up," the blue and gold planes came by in minimum level slow flight at 130 m.p.h., and 30 minutes after beginning, they zoomed away to Andrews AFB whence they had come.

Monitor Phillip Ceconi, his work finished, then advised Andrews AFB Tower, Washington Center and Baltimore GADO the show had concluded. The Notice to Airmen was voided automatically, and traffic once again could overfly Annapolis.

Ceconi, who has been with the FAA 23 years, then returned to his job as crew chief at Washington Center. There he settled into his primary function: supervising some 30 controllers and assistant controllers in somewhat more routine air traffic control.

Early 'Leaning Tower'

Today's controllers who work in ultra-modern control towers will enjoy this historic photo, taken in 1942, of the original Burlington, Vt., Tower. Airplane at right, a Lockheed 12 Electra, once belonged to Amelia Earhart. The tower appears to be leaning—actually, it was the photographer who was leaning.

Old Tower's Not Fondly Remembered

BURLINGTON, Vt.—Air Traffic control has come a long way here since November 1942 when Leo Marshall, now chief of the Philadelphia Tower, became one of the original crew of eight who staffed the then-rickety Burlington structure. A snapshot Marshall dug out of his files recently shows the stark tower, the snow covered ramp and an aircraft that once belonged to Amelia Earhart.

Still With FAA

Except for the late George Kemp, first Burlington Tower Chief, the crew members are still with the FAA. Two men are still at Burlington—Cliff Ward, the present chief, and Watch Supervisor Johnny Gabso.

Others who moved to other jobs and other stations include: Pete Pellegrino, Chief, North Philadelphia Tower; Bill Butler, Chief, Charleston, W. Va., Tower; Jim Flannery, Chief, Harrisburg, Pa., Tower; Randy Wendell, Chief, Olmstead, Pa., Tower; and Ken Galbraith, Assistant Chief, Bradley Tower, Windsor Locks, Conn.

Former Burlington Tower Chief Marshall carries many memories about the old tower up in ski country—some of them pleasant, some he'd just as soon forget. He recalls that the wooden structure actually rocked in high winds. In winter, the heater on the lower floor did not accommodate the water closet, so the hardy band had to continually add anti-freeze to the bowl.

Other Duties Assigned

Marshall recollects that while the building was under construction, controllers worked on the roof for about seven months. He notes with a shudder that it was awfully cold up there at times and remembers that they often had to shovel snow off the roof to be able to work fairly safely and comfortably."

"On the other hand," he says, "in the summertime it became unbearably hot, and trying to move about on a sea of melted roof tar made for a very sticky situation."

Tower equipment, Marshall notes, was primitive by today's standards. Carbon microphones were used and the men had to rig and solder their own antennas. Tower operation was updated somewhat with the commissioning of approach control early in 1943.

Only two local airlines served Burlington at that time, Marshall recalls — Canadian-Colonial and Northeast. It was wartime and much of the activity involved training Army Air Corps cadets, as well as training pilots for instrument ratings.

The good old days? Marshall says maybe they were, but he's happy they are but memories of a system that is now greatly improved and much more efficient, and with vastly superior working conditions.

FAA Employees Take Part In Air Emergency Exercise

By Raleigh Whiteman
Controller, Daytona Beach Tower

DAYTONA BEACH—An aircraft crashes near the airport. Fire breaks out. Survivors lie near the wreckage. How do public officials cope with such a disaster?

Fortunately, such an event has not occurred in Volusia County. But if it should happen, the FAA, local authorities and private citizens will be ready. An Aircraft Disaster Plan was recently successfully—and realistically—tested here with the active participation of the FAA, hospital representatives, firemen, policemen, representatives of ambulance services, county officials and Civil Defense leaders. Joining this "emergency corps" were 65 students from area colleges who volunteered to participate as accident "victims."

The grimly-realistic simulation was triggered, without advance warning, by a call from the Daytona Beach Tower to the airport's fire station.

Word of the "disaster" was passed to the station and others by Watch Supervisor Emory Kirksey and Tower Chief Bert Chambers in a "fan-out" plan that worked with clockwork precision and was effectuated quickly.

A great deal of effort went into staging a truly lifelike simulation of an air disaster. "Victims" were given remarkably real-looking "injuries" through use of makeup. Some moaned and screamed. Others pretended to be unconscious or dead.

A half dozen ambulances and a helicopter rushed "victims" to hospitals. Sirens wailed and red lights flashed. A priest rushed up to administer "last rites." A doctor, unaware that it was an exercise, rushed to a nearby hospital to offer his aid. Visitors in hospital waiting rooms paled at the site of "victims" being carried in on stretchers. Doctors, nurses and volunteers alike reacted realistically to the situation.

The scene was truly grisly, an awful event to "play act." Thankfully, it has not happened here. Prayerfully, it never will. But if it does, public officials here believe many lives may be saved thanks to such farsighted planning.

Air Ambulance Evacuation

Watch Supervisor Emory Kirksey (right) triggers recent disaster simulation exercise in Daytona Beach with a quick call to the airport fire station. At left, "victims" are whisked to waiting hospital attendants via helicopter.

A Life Without Freedom Recalled by Technician

By Bob Poulsen
Palmdale Airway Facilities Sector

PALMDALE, Calif. — Picture yourself living in Latvia, first under the Communists then under the Nazis. Imagine that your entire family has been condemned to death by the Communists. This will give you some idea of the early background of Janis (John) Svalbe, now an electro-mechanic at the Los Angeles Center.

Svalbe was only 13 when he, his mother, brother and sister fled Soviet-dominated Latvia to take refuge in Germany. They escaped Latvia on the ship *Lapland* which later was sunk by the Soviet Navy while transporting another contingent of refugees fleeing the Iron Curtain.

As residents of a German displaced persons camp in the closing phase of World War II, the Svalbe family survived intensive Allied bombing. Svalbe's father passed away in 1939.

First Small Step

In the displaced person's camp, Svalbe was able to make his first small step toward becoming an American when he received English lessons from an American teacher.

"I can't remember the lady's name, but she was very kind to all of us," Svalbe said.

In 1949, the Svalbe family migrated to Kingston, N.Y., and two years later, Svalbe enlisted in the U.S. Air Force. After training, he was transferred to Edwards Air Force Base, the giant test facility on the Mojave Desert. During his tour at Edwards, Svalbe met and married Charlagne, whose home was in Los Angeles.

After discharge from the Air Force, Svalbe moved back to New York for three years. Sherrie, now 11, was born in Brooklyn.

In 1959, Svalbe left New York to begin his civil service career with the Air Force at Edwards.

"At first, I hated the desert," he said. "Later, I found living there was better than in humid New York and now I wouldn't live anywhere else." New additions to the family since the Svalbes established their home in Lancaster, Calif., near Edwards, were Trina, who is now 8 and John who is 4.

Janis (John) Svalbe

Svalbe, a self-taught cabinet maker, has built nearly all the furniture in his home and has made some cabinets for the Los Angeles Center. He recently built a small laboratory at the center for use in analyzing boiler water, fuels and other liquids. It is planned to use this laboratory in analyzing fuel for nearby FAA facilities, assuring good quality engine generator fuel.

Svalbe also completed an upright test equipment cart for electronics technicians at the center.

"The cart is an outstanding piece of worksmanship," said Sector Chief Wally Ward.

Along with other electro-mechanics at the Los Angeles Center, Svalbe's duties include tasks often performed by electricians, plumbers, painters, mechanics, machinists, welders and refrigeration and air conditioning men—plus whatever else has to be done to keep the complex systems of an air traffic control center functioning smoothly.

'One of the Best'

"A good electro-mechanic has to be proficient at a number of trades and Svalbe is one of the best," said his supervisor, Sterling Hall.

Svalbe, who has come to appreciate American freedoms as only a once-oppressed foreigner can, is grateful for the opportunities living in a democracy has brought him.

"I believe anybody with initiative can reach his goal under the American form of government," Svalbe said. "One of my biggest gripes is gripers."

Svalbe's life under totalitarianism gave him a knowledge of what it is to have something to really gripe about.

"That's why I count my blessings as a free American citizen," he said.

REPORTS and PAPERS

A summary of the goals, achievements and trends of research and development during the year ending Mar. 31 has been published by the FAA.

The 140-page publication summarizes more than 50 selected FAA Systems Research and Development Service programs, complete with diagrams and illustrations. It includes projects that were in progress during this period covered by the report in each of the FAA SRDS technical divisions: Air Traffic Control, Communications, Navigation, Environmental, Frequency Management and Systems Analysis divisions.

The report, "SRDS Program: Goals, Achievements, Trends," AD 704 475, is available from TAD-484.3, which also is the source for the reports and papers listed below unless noted otherwise.

Area Navigation in the National Airspace System, Brandewie, D. Michael. Technical paper presented at the National Aerospace and Electronics Conference (NAECON), Dayton, May 1970. Source: RD-52.

Evaluation of a Laser for Use as a Transmissometer Calibrator, George, David H. and Robert J. McCann. Technical Final Report No. RD-70-1 prepared for SRDS by Weather Bureau, ESSA, Sterling, Va., January 1970.

Air Traffic Control Simulation Model Exploratory Study, Burlin, C. William. Contract Final Report No. RD-70-2 prepared for SRDS by United Aircraft Research Laboratories, United Aircraft Corporation, East Hartford, Conn., December 1969.

Feasibility Study and Initiating System Development of the Explosive Exit Concept for Civil Transport Aircraft, Joseph J. Jagloski, Jr., project engineer, Final Report FAA-NA-70-20 (FAA-DS-70-8), April 1970.

Study of Turbine Engine Operation With Gelled Fuels, Robert Salmon, project engineer, Interim Report. FAA-NA-70-6 (FAA-DS-70-6), May 1970.

Investigation of Ice Accretion Characteristics of Hydrophobic Materials, Donald M. Millar, project engineer, Final Report FAA-NA-70-2 (FAA-DS-70-11), May 1970.

Technical Evaluation of Interrogator Set An/TPX-42 Type III and Type IV Systems (Direct Altitude and Identity Readout), Bradley, Anthony D. Technical Final Report FAA-RD-70-14 prepared for SRDS by NAFEC, May 1970.

ATS-1 VHF Communications Experimentation, Jefferson F. W. Technical Final Report FAA-RD-70-12 prepared for SRDS by NAFEC, June 1970.

The FAA Role in Aviation Communications Development, Meier, Robert W. Technical paper presented at the International Communications Conference, San Francisco, June 10-12, 1970. Source: RD-52.

Inertial Systems and Area Navigation in the U.S. Domestic Airspace, Del Balzo, Joseph M. Technical paper presented at the 25th annual meeting, Institute of Navigation, Colorado Springs, July 1-3, 1970. Source: RD-52.

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: My supervisor says that hazard pay is not authorized because my "high work" does not meet the criteria set forth in PT P 3530.11, Appendix 3. However, I feel that occupational safety requirements are not being met as specified in Handbook 3900.19 and that hazard pay is applicable. Please explain.

Answer: Civil Service regulations permit payment of hazard pay only if the structure on which you work is at least 50 feet above the base level, ground, floor, roof, etc., under open conditions, and one of the following conditions is met: (1) The structure is unstable or scaffolding guards or other suitable protective facilities are not used, or (2) work is performed under adverse conditions such as snow, sleet, ice or working during darkness, lightning, steady rain, or high wind velocity. If the towers you climb are not at least 50 feet high your supervisor is correct.

Question: Can hazard pay be circumvented by making hazard duty "regularly assigned?"

Answer: Civil Service Commission's regulations provide that an agency shall pay hazard pay differential to an employee assigned to and performing irregular or intermittent duty when the duty is not usually involved in carrying out the duties of his position. Hazard pay may not be paid to an employee when the hazardous duty has been taken into account in classifying his position—i.e., the employee gets more pay because of the inherent hazards of the position.

Question: If performed for a substantial period of time, can the additional duties of an alternate Communications Security Custodian be included as part of a GS-856-9 job description? Is there an agency standard grade level normally assigned or any career progression path for this duty? I have performed the major portion of accounts work for over two years in addition to my normal duties and would like to know if this in any way enhances a technician's career.

Answer: Based on information in your letter, the major duties of your position are those of an electronics technician. These duties are the reason for the position's existence and govern its qualification requirements. The duties of an alternate COMSEC custodian, although necessary, do not affect the position's classification and need not be included in your job description. Although the accounts work you mention would have little effect on career progression in the CS-856 series, it should be noted on your Personnel Qualifications Statement (SF-171) at the first opportunity. Then, when a job comes up in the administrative area, the accounts work you perform would be evaluated against qualification requirements of the particular vacancy. These administrative areas are described in the recently published Administrative Career System, Appendix 2 to the FAA Career System Handbook, 3410.4A. Career progression paths for electronics technicians are being developed and will appear as an appendix to Handbook 3410.4A.

Question: An employee accepting an assignment at an overseas location is required to sign an agreement stipulating a period of service (usually two years) in return for the Government paying the costs of his relocation. I have three questions concerning this agreement: How binding does the agency consider the agreement to be?

Answer: Such an agreement is mutually binding with the same legal effect as a contract. Both parties—the employee and the agency—are expected to discharge fully the obligations assumed under the agreement.

Question: Can an employee break the agreement and still expect to have himself, his family and household goods transported back to his place of residence or new position?

Answer: It depends. The conditions are specified on FAA Form 3330.4, Employment and Transportation Agreement for Overseas Duty and FAA Form 3330.4.1, Employment and Transportation Supplemental Agreement of Overseas Duty. If the employee remains in overseas service for less than 12 months after arrival at his new duty station, he must reimburse the Government for costs incurred in moving him to his new station, unless he is separated from duty for reasons beyond his control and acceptable to the head of his overseas organization. If the employee remains for less than the specified tour, the FAA will not pay any of the costs of return transportation of the employee, his immediate family, their household goods, and their personal effects to his actual place of residence unless he is returned for reasons which are beyond his control and acceptable to the head of his overseas organization.

Question: Can the agency break the agreement and escape its obligation to transport the employee, et al., back to his place of residence, or provide round trip transportation, upon the employee's completion of the agreement.

Answer: The agency cannot break the contract if the employee fulfills the terms of the agreement with respect to the length of time he has promised to serve in the overseas location. Round trip transportation for the purpose of taking leave (commonly referred to as P. L. 737 travel) is a benefit accorded by legislation and the agency is bound by the legal requirements thereof. For further details on P. L. 737 travel, contact your supervisor or your personnel office.

Safety

(Continued from Page 1)

tion industry as partners with the FAA in what amounts to a crusade for air safety.

Southwest Region Director Henry Newman said his region found the aviation community responsive to the program.

Duties Outlined

Accident prevention specialists to be appointed under the program will be responsible for organizing and conducting safety seminars and meetings, developing safety literature, working with pilots and pilot groups and carrying out the safety improvement record program.

Under that program, the "SIR" report forms are provided at convenient locations so that they can be filled in by members of the general public, pilots or agency personnel to call attention to what are considered to be hazardous situations at airports and elsewhere.

In the two test regions, more than 5,000 of these reports were received by the FAA and literally hundreds of unsafe conditions were corrected. The agency's attention was called to such unsafe conditions as potholes in taxiways and approach obstructions.

Another key feature of the program is enlistment of a corps of highly professional, safety-minded pilots as volunteer counselors to assist in the program. Serving without pay, these counselors give a hand to accident prevention specialists in all areas.

Courtesy Checks

A further important aspect of the program is provision of courtesy flight checks to pilots. During a six-month period in 1969, FAA pilots and accident prevention counselors in the test regions provided 6,315 of these flight checks in the interest of safety. Among pilots who requested the checks was South Dakota's Governor Frank L. Farrar.

Other governors in the test regions boosted the program by proclaiming "aviation safety weeks" and "safety crusades."

Central Region Director Edward C. Marsh expressed optimism about the program as preparations went forward to expand it nationwide.

"Based on our experience during the test period, there's good reason to feel confident about the soundness of the program and its prospects for future success," he said.

Preparedness Pact

Administrator John H. Shaffer signs an agreement designed to increase the effectiveness of non-air carrier aircraft in the event of a national emergency. Representatives of other parties to the agreement, Brig. Gen. Richard N. Ellis, of the Air Force (left) and Brig. Gen. F. Ward Reilly of the Civil Air Patrol look on. The agreement, originated by the agency, outlines the responsibilities and mission of CAP Wings under the Emergency Airlift Plan.

Employees' Art Goes on Display At N.Y. Airport

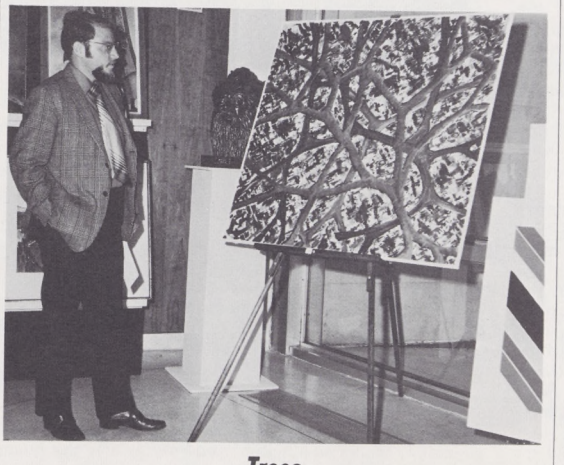
NEW YORK—An art exhibit featuring the works of FAA and airline employees at Kennedy Airport opened June 2 for what promises to be a successful run through the summer.

Eastern Region employees whose paintings were selected for exhibition were Manny Weiss, Dallas Kirkpatrick, Robert Spillane, Donald Wisner, Anthony Aliffi and Clifford Noeller.

In addition, paintings by three family members of FAAers also were shown. These were works by Mrs. Howard Eisbrouch, Mrs. Clifford Noeller, and Andrew Masino, Jr.

The exhibit, which will continue through Aug. 31 at the International Synagogue at Kennedy Airport, is open to the public daily from 9 a.m. to 5 p.m.

Much of the credit for the show's success and the strong FAA representation goes to Patricia Knight of the Personnel and Training Division. Miss Knight worked many hours of her own time as a committee member helping in the planning and organization effort that began early in the year.



Trees

Manny Weiss, of the Eastern Region's Administrative Services Division, checks his painting, "Trees," which is being exhibited at the Kennedy Airport Art Show and will be on display through Aug. 31.

Report

(Continued from Page 1)

the use of satellite terminal facilities and all cargo airports.

• The use of more flexible navigation and ATC systems for approach, landing, and departure is necessary to reduce the noise and pollution effects on populated ground areas around the airport.

• To use the airport surface more efficiently and to increase the aircraft handling capacity, it is necessary to use close-spaced, dependent and independent, parallel runways.

The R & D cost estimates included in the plan represents FAA's best technical judgment of the resources that will be required if system capacity is to be doubled by 1980. The programs actually undertaken will be pursued as funds permit.

Daughter of ET Is Table Tennis National Champ

SAN DIEGO—When Electronics Technician Monico Rosal taught his family to play table tennis for fun, the possibility that one of his children might win a national table tennis championship never occurred to him.

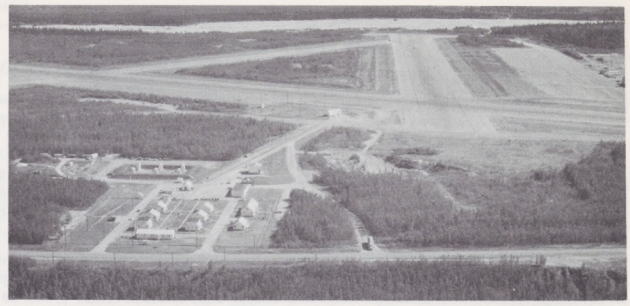
It happened—Rosal's 13-year-old daughter, Angelita, recently won the national table tennis championship in the 15-years-and-under class, in Detroit. Angelita also ranked second in the 17-and-under division and seventh in the national women's division. She would have been eligible to compete in the world championships in Munich, Germany but her father felt she was too young for this.

"Competition in table tennis is keen and it's a very strenuous game requiring the utmost skill, speed and stamina," Rosal said. Even so, Angelita played 42 games straight during a recent tournament without showing signs of fatigue or strain.

Angelita, an eighth grade student, practices about three hours a day under the tutelage of her father. She plans to compete soon in the Pacific Coast table tennis meet to be held in San Francisco.

Rosal is assigned to the Airway Facilities sub-sector at Miramar Naval Air Station.

Regional Sector of the Year Award is presented to Big Delta Sector Chief James D. Long by Lyle K. Brown (left), Director of the Alaskan Region.



Aerial view shows FAA compound at Big Delta. Flight service station is at upper right in photo. Big Delta facilities date back to 1942.

'Tops on Alaska's Totem'

(This is the second in a series of articles on outstanding Airway Facilities Sectors recently recognized as Regional Sectors of the Year.)

In Alaska's vast interior, winter temperatures often drop to 60 below zero. Car tires freeze with a flat spot when vehicles are parked overnight and the next morning the driver finds himself traveling on "square wheels." This is a land where getting to a remote facility in winter can become a battle for survival.

Personnel of the Big Delta Airway Facilities Sector have experienced the icy numbness that can come when you're trying to "fix it" in the face of a bitter Arctic gale. To sector personnel stationed at Big Delta, Northway and Gulkana, there's a special meaning to Robert Service's sagas of grim Yukon winters, hardships and loneliness.

The sector's headquarters at Big Delta has a long and colorful tradition to uphold. Navigation and weather facilities were installed at the Big Delta airport in 1942 to serve aircraft being ferried from the U. S. to Russia in a desperate effort to help the USSR stem Nazi advances. After landing in Big Delta, fighter planes were flown to Ladd Field near Fairbanks. Here, their American crews turned them over to Russian pilots for the long flight via Nome across Siberia to the front.

On World Air Routes

In modern times, trans-polar air routes and key global routes to the Orient have made navigational aids in Alaska's interior vital in an international sense.

Northway, near the Yukon border, is the aerial gateway to Alaska for pilots flying to the 49th State over the trans-Canada highway route. Gulkana is situated on the heavily-traveled, least-mountainous air route between Fairbanks and Anchorage, the state's largest cities.

Big Delta, 100 air miles east of Fairbanks, continues to be a major checkpoint for pilots flying from the "Lower 48" to Fairbanks and for bush pilots flying within Alaska itself.

Big Delta Sector personnel are fully aware of how vital are the electronic guideposts they maintain in the heart of what is a largely uninhabited wilderness of tundra and forest.

The manner in which they have kept these facilities functioning has been outstanding.

"Personnel of the Big Delta Sector have achieved an enviable record averaging 99.63 per cent reliability for the primary electronics facilities they maintain," said Edward G. Fisher, chief of the Alaskan Region's Program Management Branch. "Considering the kind of conditions under which they work, this achievement required real team effort and real dedication."

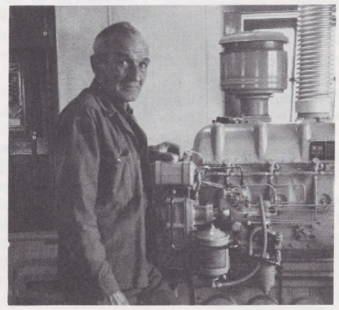
The same holds true for the sector's occupational safety record in what is generally considered a high-hazard line of work when performed under severe Alaskan conditions.

"In the past year, Big Delta Sector personnel experienced only one lost-time accident—and that man was off the job only eight hours," said Joseph Husa, chief of the Airway Facilities Branch in the Fairbanks Area.

Regional Safety Officer Calvin Gamble credits the sector with "the best all-round safety education program in Alaska."

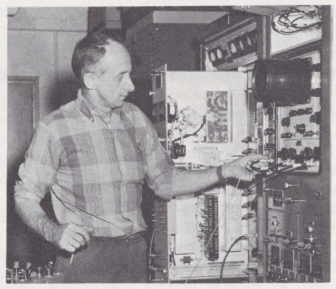
"These fellows think safety all the time," Gamble said. "When you consider the maintenance of 122 primary and secondary facilities, temperature extremes, awful roads and terrible driving conditions, you've got to hand it to them."

Trouble-shooting a circuit in the Big Delta FSS is Electronics Technician Joe Brunner.



Engines and other facility equipment are the domain of Wayne C. Thompson.

Utility Equipment Mechanic Donald Hall checks complex electronic circuits.



VORTAC site is checked by Electronics Technician Donald B. McClellan.

Senior Technician Robert Macey confers with Vicki Argabright, Clerk-Typist.

Roy Eskalida of the Gulkana sub-sector repairs a window of one of the housing units.

In true frontier fashion, personnel of the Big Delta Sector have pitched in to help out their neighbors in countless ways. They play active roles and are considered leaders in their small Alaskan communities.

A recent example is the assistance FAA technicians at Northway gave to villagers. During a Bureau of Indian Affairs electrification program, they helped residents wire their homes. When the fire alarm sounds in Northway and Glennallen, FAA volunteers are among the men manning the communities' fire trucks.

Sector personnel helped improve conditions for Alaska's major minority group by working closely with the Bureau of Indian Affairs in providing on-the-job training to young natives. As a result, two natives now hold down year-around FAA jobs at Gulkana—Elmer Marshall as an electronics technician and Roy Eskilida as a trades learner.

The sector's outstanding performance was not adversely affected by reorganizational activity required when the former Northway Area was abolished in 1967.

"Sector personnel continued to maintain high standards of excellence throughout the difficult reorganization period," said Regional Director Lyle K. Brown. "Their teamwork, dedication and high motivation makes them more than worthy of the national recognition."

BIG DELTA SECTOR ROSTER

The personnel roster of employees of the Big Delta Sector and its two sub-sectors follows:

BIG DELTA—Supervisory Electronics Technician James D. Long, Electronics Technicians Donald B. McClellan, Robert V. Macy and Joseph R. Brunner; Fixed Industrial Equipment Repairer Wayne C. Thompson: Utility Equipment Mechanic Donald L. Hall; and Clerk-Typist Mrs. Albert Argabright.

NORTHWAY—Electronics Technicians Clarence W. DeBorde and Forrest I. Barber; Engineering Equipment Mechanic Thomas Glazier; General Mechanic Roy F. Sam; and Fixed Industrial Equipment Repairer Wilfred W. Schultz.

GULKANA—Electronics Technicians Phillip M. Ahlstedt, Frank Y. Devlin, Dale B. Fullmer and Elmer V. Marshall; Fixed Industrial Equipment Repairers Clifford R. Anderson and Leonard Brenwick; and Building Maintenance Helper Roy Eskalida.