



### One for Two

A new combined Alaska Supplement covering information about airports, radio facilities and nav aids is passed by Percy Daniels (right) to waiting pilot Wallace Stripling. Stripling, an FAA engineer in the Airports Division, dramatizes the changeover by holding up the two predecessor publications. FAA Management Analyst Daniels and Stripling were instrumental in the two-for-one project which is popular with Alaskan pilots.

## Alaska Pilots Given Break: 'Consolidated' Flight Data

ANCHORAGE—"Two for the price of one" may be an attention-getter when you're merchandising groceries, but when it comes to flight information publications for pilots, "one is less cumbersome than two" anytime.

No pilot wants to fumble around in the cabin for information from several publications covering airports, radio facilities and navigation aids. Not when he can get it from the single publication now available in the recently-combined FAA—Department of Defense "Flight Information Publication Supplement" for Alaska. The new all encompassing "bible" for pilots in the 49th state is printed and distributed by the Coast and Geodetic Survey.

### One Too Many

"It wasn't this convenient a while back," said Wallace Stripling, an engineer with the Alaskan Region Airports Division. "A year ago we needed two flight publications on board to fly around the state.

"Our study showed there was an overlap of about 90 per cent in the type of information contained in the military's Alaska Supplement and the old Alaska Airman's Guide produced by the FAA."

This overlap was discovered during a management study conducted by the region's Airports and Management Analysis Divisions.

Duplication of information was reported by Management Analyst Percy Daniels, who recommended that a single publication be produced to serve both military and civilian pilots.

As a result of these recommendations, FAA and the DOD discontinued providing separate publications for Alaska. The present single publication contains all the information a pilot needs to navigate around the state.

A study is now being conducted by the agency and the DOD to determine whether similar econo-

mies can be effected elsewhere by combining material from two or more publications used by pilots.

## 'Help Wanted' Sign Out At FAA's Newest Service

By Theodore Maher

WASHINGTON—The "help wanted" sign is out at the Facilities Installation Service. The agency's newest service is looking for 30 engineers, grades 12 through 14, in the electronic, electrical, civil and general categories.

The engineers will be based in Washington and many will have opportunities to take field trips as well as work in Headquarters.

FIS, as the new service is designated, is also scouting for secretaries. Currently an even baker's dozen—13—are needed.

"Employees filling these jobs will have real promotional opportunities and will be starting off with a new, dynamic growing service," said FIS Executive Officer Robert H. Cox.

Persons interested in these positions should watch forthcoming vacancy notices. Appropriate forms described in the notices are available at personnel offices.

The new service, activated May 17, is gearing up for a massive program of design and installation of air navigation facilities. It was established specifically to implement the greatly increased program made possible by recent passage of Airport and Airway legislation. This law makes available an estimated \$250 million a year for ATC navigation, communications and related facilities. FIS is charged with preparing engineering specifications for procurement of ATC and air navigation equipment and for its installation.

Charles W. Carmody, Acting

## ATC Facility Staffing Is on Upswing

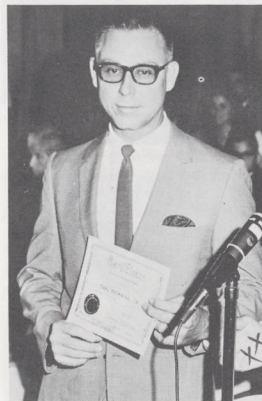
WASHINGTON—Staffing at air traffic control facilities increased by approximately 1,800 during the first five months of 1970, Secretary of Transportation John A. Volpe has announced. The Secretary said the staffing increases reflect the high priority that the Department and the agency have given to hiring of new air traffic controllers during the past several years.

## Miami Policeman Owes Life To Controller's Good Deed

MIAMI—While playing ball with his son on an afternoon recently while off-duty, Miami Center Controller Carl Browning, Jr., heard the nerve-shattering sound of nearby gunfire. Running toward the source of the loud reports, after making certain his son stayed at the house, Browning discovered Hialeah policeman Robert L. Jordan writing on the ground. Three assailants were fleeing the scene.

Browning quickly administered first aid to the seriously-wounded officer who had been shot three times while investigating a robbery. Browning accompanied Jordan to the hospital, all the while applying direct pressure to the severed artery. (Jordan is now recovering and the three suspects have been apprehended and charged in connection with the crime.)

Controller Browning was recently honored by the Hialeah City



Carl Browning, Jr.

Council and Police Benevolent Association. At special ceremonies, he received their "Citizen's Award" and a citation reading, in part:

"... It is not often you will find a person who, without regard to his own safety, will help another in need. Thank you, Mr. Browning, for being that type person and for saving the life of a fellow human being."

In a personal message to Browning, Southern Region Director James Rogers said: "In this age when headlines often scream of man's indifference to his fellow man, I take great pride in your recent act of unselfish service; you are certainly a credit to FAA and to your community."

## General Aviation STC Authorized In Central Region

KANSAS CITY, Mo.—The Central Region has issued the agency's first Supplemental Type Certificate (STC) for installing and operating Area Navigation (RNAV) equipment in general aviation aircraft as a solution to the problem of congested airspace.

Browning Adams, Chief, Central Region Flight Standards Division, presented the STC to Clarence L. Wolfe, president of Butler National Corp. of Mission, Kans., covering use of the Butler Vector Analog Computer (VAC) in Beech Model 65 Queen Air aircraft.

The STC permits use of the system through the full range of area navigation covering en route, terminal and approach phases of operation.

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

(Continued on Page 7)



### Area Nav 'Go Ahead'

The agency's first Supplemental Type Certificate (STC) to install and operate Area Navigation equipment in general aviation aircraft is presented Clarence L. Wolfe (center), head of Butler National Corp., by Central Region Flight Standards Division Chief, Browning Adams (right). Looking on is William Thievon, Assistant Chief, Engineering and Manufacturing Branch.

A Douglas DC-3 parks on a former Douglas ramp as Santa Monica Airport visitors queue up for tours of the FAA Flight Inspection Aircraft during the field's 50th Anniversary Celebration. The aircraft was built across the field at what is now the McDonnell-Douglas plant.



"Hi, old Buddie—remember when we flew under the bridge?"—and other hangar tall talk was featured at the Old Timer buffet luncheon.

Trio interested in motivating youngsters through aviation and the California Aerospace Education Association (CAEA) is comprised of Eleanor Wagner (left), writer and educator; Harriett E. Porch, past-president of CAEA, and Gene Kropf, Western Region Public Affairs.



## FAAers Have Prominent Roles . . .

# "Happy Birthday, Dear Airport!"

Thousands of persons, including many from FAA Regional Headquarters and local field offices, recently helped the Santa Monica, Calif., Airport celebrate its 50th birthday. Formerly known as Clover Field, it is remembered by pilots scattered worldwide as the departure point in 1924 of the four famous "World Cruisers," military aircraft built by Donald W. Douglas, Sr., on their first around the world flight. The pioneer aircraft manufacturer, founder and honorary chairman of the board of the McDonnell-Douglas Corp., was honorary chairman also of the airport's birthday celebration.

To make the celebration fit the occasion, FAA personnel donated many hours in both planning and carrying out the operation. Tower Chief Larry Morton and the GADO's Supervising Inspector, William Glenn headed the participating FAA group.

During the two-day birthday party, more than 1,500 people toured the tower. Hundreds of others viewed the aviation education display set up in the examination room at the GADO, which also is on the field.

A popular exhibit was an aviation education material display sponsored jointly by the FAA and the California Aviation Education Association (CAEA). Hundreds of the agency's educational brochures were eagerly picked up by

students and teachers in the crowd.

Visitors stood in long lines to view electronic equipment inside a DC-3 Flight Inspection aircraft furnished by William Talunas and his staff at FIDO-1.

A highlight of the "birthday party" was a hangar-talk buffet luncheon held in the Gunnell Aviation hangar, hosted by Bob and Gil Gunnell.

Arvin O. Basnight, FAA Regional Director, was an honored guest and met with more than 100 aviation pioneers—men and women who barnstormed around the nation in airplanes from as early as 1908. Others attending included early parachute jumpers, air mail pilots and ex-movie stars who had helped promote aviation and Santa Monica during the late 20s and early 30s. Many antique aircraft were on display by various aviation groups. Aircraft companies of the area displayed the latest in general and corporate aircraft.

The local chapter of the 99s flew more than 1,500 people in one day in their personal aircraft during the "two cents a pound" ride offering.

The FAA tower reported a record number of operations over the two days with 3,947 operations—1,300 of them being helicopters which carried many first-time riders on sightseeing trips over the area.



An antique Lincoln-Page biplane and the FAA control tower form a background for committee members planning the 50th Anniversary of Santa Monica Airport. They are (from left): Larry Morton, Tower Chief; Mrs. Gill Gunnell, chairman of the event; Marshall Moss, local pilot; and William Glenn, Supervising Inspector of GADO-6.

—United Western Newspapers, Inc.

This boy, weighing in for a 2¢ a pound ride, took an aerial tour for only \$1.10 in a plane owned by local 99s, the women's flying organization.

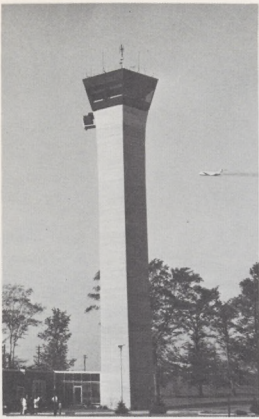


Helicopter rides proved popular and choppers were busy both days of the recent anniversary celebration at Santa Monica Airport. More than 2,500 passengers were carried.



At left, young J. R. Klemm learns about basic aerodynamics from Harriett E. Porch, past president of the California Aerospace Education Association. At right, Public Affairs Officer Gene Kropf tells the lad his future could lie in aviation after he goes to college.





**Tower and Cited Sector**

At left, Greater Cincinnati Airport's new control tower presents both a big "eye" and "I" in the sky. Original tower in 1947 had crew of ten; present one has 50. At right, Sector Chief Scott Shockey (left) accepts plaque from Cleveland Area Manager Clay Hedges commending Sector 221's excellent job in readying tower.

**New Cincinnati Tower Is Dedicated**

ERLANGER, Ky.—A new control tower replacing the original structure at Greater Cincinnati Airport was dedicated recently.

In the presence of several hundred guests, Eastern Region Director George M. Gary cut the ribbon officially opening the doors to the administration building at the base of the modernistic structure.

"This new facility represents another step in FAA's continuing program to provide the best in air traffic services at the nation's air hubs," Gary said.

A special award was presented to Scott Shockey, Chief, Airway Facilities Sector 221, by Cleveland Area Manager Clay Hedges in recognition of the sector's all-out efforts which made possible commissioning of the new tower on schedule.

During the ceremony a plaque was unveiled in memory of the late C. Woodrow McKay who was chief of the Greater Cincinnati Tower from 1947 until his death in 1968.

Speakers at the dedication, besides Director Gary, were Tower Chief George Hessler and Byron R. Dickey, director of aviation at Greater Cincinnati Airport.

George Hessler is Chief Con-

troller at the tower and Wayne Purlitar is Assistant Chief Controller.

Others on the tower's staff are: Stanley Ash, Thomas Atherton, Robert Blackburn, Richard Bosley, John Burton, Parker Curry, Paul Davidson, Charles Davis, Robert Dietrich, Donald Durkin, Henry Forte, Jack Frondorf, Gerald Galileo, Paul Gibbons, Donald Glockner, Lloyd Green, Joseph Greenwell, Richard Hellmann and Robert Hess.

Also on the staff are David Hyder, Jeffrey McCane, Bobby Meadors, Henry Merrich, Albert Matz, Gerry Nebergall, Maurice Neff, William Ohl, Harry Peters, Eugene Qualls, William Reincke, Ed Reynolds, Harvey Richardson, Solomon Saylor, Rowland Shaw, Fred Smith, Howard Smock, Timothy Snoko, Franklin Snyder, Denie Story, Thomas Suter, Douglas Sweeten, William Thelen, John Walker, Richard Zirkelbach and Ellsie Arnold.



**McKay Remembered**

A plaque unveiled at the dedication of Greater Cincinnati Tower is admired by retired FAAer George Kriske, now executive director of the Air Traffic Control Association. With him is Mrs. C. Woodrow McKay, widow of the tower's first chief.

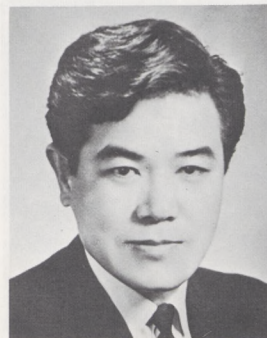
**Miyachi Honored by Hawaii**

HONOLULU—Hawaii Governor John Burns recently honored Pacific Region Public Affairs Officer George Miyachi by designating him the state's representative at the National Aerospace Education Leadership Symposium held at Middle Tennessee State University, June 21-26. Miyachi is president of the Hawaii Aerospace Education Association.

Tennessee Governor Buford Ellington asked the governors of each state, the District of Columbia and Puerto Rico to name representatives to attend the symposium which was sponsored by the Tennessee Aeronautical Commission.

Miyachi has been accorded a number of honors in connection with his work in aviation education. He recently received a Certificate of Appreciation from the National Commander of the Civil Air Pa-

trol in recognition of outstanding aerospace education leadership and enthusiastic support of the Hawaii Wing of the Civil Air Patrol.



George Miyachi

**Aiding Boys Through Sports Gives ET Offduty Challenge**

PALMDALE, Calif.—Getting youngsters started in sports—and teaching them the essentials of good sportsmanship—is the way Ward Billings gladly spends most of his offduty time.

Billings, an electronics technician assigned to the Los Angeles Center, is president of the Palmdale Youth Football organization and second vice president of the Palmdale Little League. He recently put finishing touches on his plans for next fall's youth football schedule.

Presiding at Little League meetings, coaching youngsters, advising team managers and working with his wife, Ruth, in her capacity as treasurer of the Little League Women's Auxiliary take a hefty chunk of Billings' leisure time.

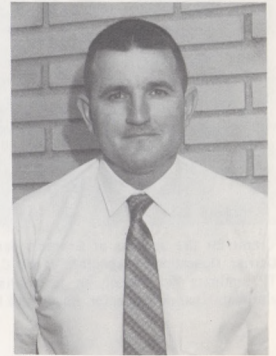
"But even if it took 100 per cent of my free time, I'd still enjoy it," Billings said. "I'm convinced that sports-oriented boys are more likely to develop into morally and physically healthy adults—and I want to do everything possible to help them reach that goal."

Billings is the father of two youngsters, David, 11, and Darrell, 9. Both are active in football and baseball.

This is Billings' fourth year of

working with youngsters in Little League. He has coached Little League teams for two years. His "minor league" team of eight-to-ten-year-olds captured the League championship last year.

Apart from his community youth work, Billings is also turning in an exceptional on-the-job performance as an electronics technician, according to his supervisor, Clarence Yaroslaski.



Ward Billings

**U.S. Civil Aircraft Fleet Almost Doubles in Decade**

By David H. Brown

WASHINGTON—The U.S. civil aircraft fleet increased 90 per cent during the 1960s, according to statistics released by FAA.

At the same time, the agency noted that the growth rate for the fleet in 1969 was the lowest recorded in recent years—five per cent.

FAA reported 133,814 civil aircraft eligible to fly at the end of 1969 as compared with 70,747 at the end of 1959 and 127,164 at the end of 1968. The five per cent growth rate last year compares with nine per cent in 1968 and an average of ten per cent during the previous three years.

Aircraft considered eligible to fly are those with a current airworthiness certificate which has been renewed during the preceding 12 months through either periodic or progressive inspections.

General aviation (non-airline) aircraft accounted for more than 97 per cent of the total eligible

aircraft. There were 130,806 at the end of 1969 as compared with 68,727 at the end of 1959 and 124,237 at the end of 1968.

The air carrier fleet, on the other hand, included 3,008 eligible aircraft. This compares with 2,927 the previous year and 2,020 at the end of 1959.

One of the more significant increases in general aviation during the decade occurred in the rotorcraft category. The total of 2,586 at the end of 1969 was a ten per cent increase over the 2,350 of the previous year and nearly 500 per cent more than the 525 at the end of 1959.

Flight activity by general aviation aircraft registered a marked increase during the decade. These aircraft flew a total of 25.3 million hours in 1969—a five per cent increase over 1968, and nearly 200 per cent over 1960. Aircraft utilization also was up, from 171 hours per aircraft in 1960 to 194 in 1969.



**Merit Recognized**

Awarded Distinguished Service Awards recently by Transportation Secretary John A. Volpe were two FAA employees who made outstanding contributions to equal employment opportunity during the past year. They were Jasper L. Clark (left), Western Region; and Spann Watson, Headquarters.



HORIZONS

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- Administrator JOHN H. SHAFFER
- Associate Administrator for Manpower BERTRAND M. HARDING
- Chief, Employee Information Division. CLIFFORD CERNICK
- Associate Editor THOM HOOK
- Layout/Production GERNOT RASMUSSEN



Credit for the success of Boston's open house goes to helpful work of ACDO-33ers (from left): John B. Roach, Air Carrier Operations Inspector; Verne C. Brown, Supervising Inspector from the ACDO and in charge of the project; TV luminary Rex Trailer, an accomplished pilot who arrived in his own helicopter, and Charles B. English, Air Carrier Maintenance Inspector. Roach and English assisted Brown in handling the complex event.



New York City Transportation Commissioner Constantine Sidamon-Eristoff (left) presented a Proclamation of National Transportation Week throughout the city to Gerald D. Love, Regional Administrator; Mark Whalen, Third Coast Guard District Commander; George M. Gary, Regional Supervisor.



Eastern Region Director George M. Gary found out from FAA hostess Barbara Holly that the crowds thoroughly enjoyed the transportation show being put on for their edification and enjoyment.



Kids and grown-ups alike enjoyed going aboard this Coast Guard cutter during National Transportation Week observance. Exhibit site is in background.

## *Eastern Region Pulls All the S...*

# CELEBRATE TRANSPORTATION

In New York City's Battery Park, at Boston's Logan International Airport, at Bangor, Me., International Airport and at Old Town, Me., FSS—to name a few—National Transportation Week was recently celebrated in response to the President's proclamation and Secretary Volpe's memorandum urging all DOT facilities to participate wherever possible.

In New York City, the FAA got together with representatives of other DOT agencies, city officials and industry leaders in marking the week. Among exhibits provided were those from the New York Port Authority, New York City Department of Transportation, Metropolitan Transit Authority, Pan American World Airways, Trans World Airlines, the Greyhound Bus Company, the H. O. Penn Machinery Co. and Hydro-Cell, Ltd.

Highlights of the New York City observance included demonstrations of water-filled plastic cells to soften collision impact; air-sea rescue demonstrations; visits to an FAA portable control tower and a Coast Guard cutter; and numerous exhibits telling the transportation story.

Speakers at opening day ceremonies in Manhattan included Theodore N. McDowell, DOT Director of Information, and Gerald D. Love, Regional Federal Highway Administrator.

According to N. L. Clark, of the Old Town, Me., FSS, tours and briefings were conducted at all Central Maine FAA facilities, with numerous pamphlets distributed to the visitors. Clark arranged to have the agency's Golden Camera Award winning film, "From the Ground Up," shown over television, and the "Bangor Daily News" carried a comprehensive front page article with pictures on progress of operations at



Sidamon-Eristoff (left) presents proclamation by Mayor Lindsay making D. Love, Regional Federal Highway Administrator. Looking on are Rear; George M. Gary, FAA Eastern Region Director; and Albert Lubold, FRA

...ll the Stops . . .

# BRATING RTATION WEEK

Old Town FSS and Bangor Tower. The newspaper (circulation: 80,400) told readers of the "Steady, Safe Flow of Flight Traffic" provided by FAA's Air Traffic Controllers.

Through careful planning done months in advance by Verne C. Brown, Supervising Inspector of ACDO 33 in charge of the project, a one-day open house was held in the general aviation area of Boston's Logan International Airport. Brown was assisted by John Roach, Air Carrier Operations Inspector. Those who made available static displays that lured nearly 5,000 visitors included the U.S. Air Force, Butler Aviation, and the Civil Air Patrol. Three major airlines—American, Eastern and Northeast—supplied a giant jet each. Publicity about Transportation Week was given by 11 Boston area radio stations, and items appeared in five newspapers. The adroit use of showmanship in Boston was exemplified by Verne Brown's securing of local TV celebrity Rex Trailer and his bearded sidekick, Cactus Pete, who arrived by helicopter.

For two hours after descending in his personally flown whirly-bird, the cowboy luminary signed autographs for swarms of kids who broke the barricades as soon as the helicopter's engine was turned off. Trailer was an excellent choice to draw the youngsters to the event—he is an accomplished pilot who also flies single- and multi-engine aircraft as well as rotorcraft.

Several antique biplanes, parked near a mammoth Air Force C-124 cargo plane with its gaping jowls ready to gobble the small two-seaters, dramatically emphasized the technological growth of air transportation in just a few decades.



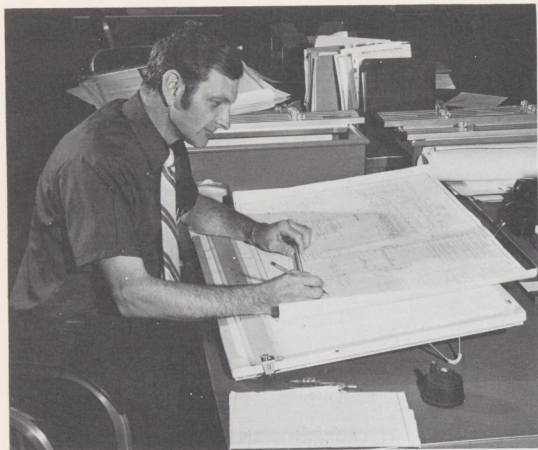
A dramatic demonstration shows how water-filled plastic cells attached to bridges or abutments can soften collision impacts to such a degree that driver and passengers can walk away smiling and uninjured. The plastic cells for highway bulwarks were rammed at 30 miles per hour without hurting the driver.



A car rental agency gave rides to the public in this 1902 Rambler at Boston's Logan International Airport during celebration of Transportation Week recently.



FAA portable control tower proved a magnet for many visiting the transportation exhibit site. Inside, visitors heard actual pilot-controller conversations from Kennedy Tower.



### Fellowship Winner

It's a rare moment to catch Ramon D. Belshe at the drafting table checking specifications since he became Chief of the Nav/Com Section in Central Region three years ago, responsible for engineering of the agency's navigation and communication facilities. He leaves soon for graduate study.

## CE Section Chief Is Granted Transportation Fellowship

KANSAS CITY, Mo.—After a dozen years away from the campus, it will be "back to the books" soon for FAA's Ramon D. Belshe. A year's fellowship at the University of California Institute of Transportation at Richmond, Calif., under the Air Transportation Specialist Development Program, recently was granted to Belshe, Chief of the Central Region Nav/Com Section since 1967. A supervisory electronics engineer, Belshe joined the agency in 1958 and is now responsible for establishment engineering for all Central Region navigation and communication facilities.

### Missouri Graduate

The 38-year old Belshe holds a B.S. degree from the University of Missouri. After receiving the degree in 1958, he went to work for the FAA installing VOR and TACAN facilities throughout the region's 12-states. In 1960, Belshe joined the regional office engineering staff and helped design the communication system for the then new air route traffic control centers.

He later served as leader of the engineering group for instrument landing systems and other terminal navigation aids.

In 1964 and 1965 Belshe attended graduate courses in Public Administration at the University of Missouri at Kansas City. He was selected for the Civil Service Management Intern Program in 1965 and 1966. This was a six-month program that included work in special management projects in various FAA organizational elements and courses in government administration, behavioral sciences, government economics and decision making at Park College.

### One of Five Finalists

Belshe was selected as one of five finalists in the professional and scientific category of the Kansas City Federal Executive Board's Employee of the Year program. He is a member of the Institute of Electrical and Electronic Engineers and has served in various capacities in the local chapter of that organization. He is also a member of the American Society of Public Administration. A native of Jefferson City, Mo., Belshe and his wife, Gayle, have a son, 11

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

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

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

## 5 Vietnam Controllers Help a Friend in Need

OKLAHOMA CITY—Vietnamese controllers taking a refresher course at the Aeronautical Center have proved that the saying, "one good turn deserves another", knows no national boundaries.

The 20-member group, befriended by Mrs. Russell Gray who took them on a tour of points of interest in Oklahoma City just prior to the recent tornado which hit the city, thoughtfully remembered their hosts in time of need.

Hearing that extensive storm damage had occurred in some sections, the controllers, through spokesman Kieu Minh Luan, telephoned Mrs. Gray to ask whether she had suffered any damage to her home. Mrs. Gray, who met Kieu Minh Luan five years previously when he was attending an earlier refresher course, said house damage was minor but that her yard was full of debris. She thanked the foreign controllers for their concern and promptly forgot about the call.

Not long afterward, however, five of the Vietnamese who could manage to free themselves from other scheduled duties knocked on Mrs. Gray's front door, dressed and ready, as they said, "to do some yard work."

In seven hours, the foreign student-controllers moved uprooted trees, cut up broken limbs and

## EA FAAer Writes Science Fiction Book

NEW YORK—An FAA employee who met and married his English wife in Shakespeare's birthplace is keeping up with Stratford-on-Avon's reputation in publishing circles. He is John Victor Peterson, Logistics Branch Assistant Chief in Eastern Region's Airway Facilities Division, whose paperback science fiction novel, "Rock the Big Rock," has been published by Curtis Books.

An indication of the book's popularity was the fact all 800 copies of the first edition delivered to the nation's capital were sold out in a week.

Aside from a short stint at FAA Headquarters in 1961, Peterson's career has been spent in the agency's Eastern Region. His daily work in Logistics involves considerable paperwork—getting out bid invitations, negotiating leases, and inspecting to see that construction contracting for building FAA facilities meets the agency's requirements. The facilities covered include locations for ILSS, VORs, radars and the large and complex ARTC Centers. Property accountability is another concern for the veteran logistician.

In his leisure time, Peterson unwinds in another kind of paperwork. The jacket cover of his latest work, "Rock the Big Rock," shows how far out of the humdrum Peterson's writing takes him and his readers. The jacket of the science fantasy novel poses this provocative question:

"Can one man, just arisen from among the Sleepers under the Earth, save the near-dead planet from the ultimate corruptors?" The illustration shows a long-haired beautiful girl (not exactly dressed for winter) filling the sky over a New York-like skyscraper silhouette.

If reading appetites need further whetting, here's what the back cover says about Peterson's novel:

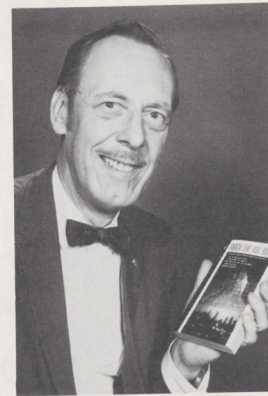
"Long ago, in the early 1970s, Jack Frank was the supreme idol of the young generation. Now, 130 years later, more than a century after the Great Meteor Shower has devastated the Earth and wiped out human civilization, he rose from among the Sleepers—those few humans who had been buried in deep sleep under the earth in the faint hope that some day they might revive the world.

"Jack Frank found himself among the Shami—a race of fantastically beautiful women and peace-loving men. More, he found himself a legendary god, chosen to defeat the greatest evil the universe has ever known."

Peterson lives in Valley Stream, Long Island, with wife Beatrice and daughter Lindy, age 19. He has been with the FAA (then CAA) since 1940, when he was employed at Newark until being transferred to regional headquarters in New York in 1961. His agency service was interrupted only by

World War II, when the U.S. Army took him among other places to the immortal bard's birthplace in England.

He and Beatrice—she was living in Stratford-on-Avon in 1945—were married a mile from William Shakespeare's home.



John V. Peterson

## N.Y. Metroplex Plan Gets Administrator's 'Go Ahead'

By Don Byers  
NEW YORK—Major changes in air traffic patterns and procedures for aircraft operating into the New York metropolitan area were implemented by the FAA June 25 to expedite the movement of air traffic in the area.

The changes are expected to speed traffic into and out of the area's principal airports—John F. Kennedy, LaGuardia, Newark—as well as Teterboro and Westchester County, which serve private, business and commercial aircraft primarily. Reducing congestion in the vicinity of New York also will facilitate the flow of over-flying air traffic along the major north-south routes of the Golden Triangle, from Washington to Boston.

### Move Holding Patterns

Under the New York "metroplex" procedural plan, primary holding patterns for area airports will be moved farther away from the city to allow greater flexibility in handling air traffic. This relocation of primary arrival fixes provides for the addition of five new

en route corridors—three aligned east to west and two aligned north to south. These additional corridors significantly increase the number of departure routes, improve distribution of traffic, and reduce bottlenecks. The new arrival and departure flow additionally minimizes criss-crossing of incoming and outgoing flight corridors in the air traffic system.

The new plan is the result of more than two years of study of the world's most congested airspace by a special FAA task force.

### Airspace Revisions

Commenting on the airspace revisions, Administrator John H. Shaffer said, "The significance of this development should not be underestimated. This is a major improvement to the traffic flow in the Golden Triangle, which often is the key to delays all over the country. Reducing congestion in this area should produce beneficial effects throughout the system."

The new procedures take full advantage of the New York Common IFR Room, which is responsible for all traffic arriving or departing New York airports under instrument flight rules (IFR), and much of the visual flight rules (VFR) traffic. Commissioned in the summer of 1968, the facility combined terminal radar control functions previously performed separately in the control towers at LaGuardia, Newark and Kennedy airports. The combined operation permits more efficient use of airspace and improves equipment redundancy. Metroplex procedures will provide more airspace exclusively for the use of controllers at the Common IFR Room (CIFRR).



CIFRR controllers were trained on the new Metroplex procedures at NAFEC near Atlantic City, N.J., where exact duplicates of the control consoles in the Common IFR Room were set up, and realistic radar pictures, including aircraft "blips" and electronically-written flight information were fed into the displays with the aid of special computers.



### After the Tornado

Not long after a local farm owner took visiting Vietnamese air traffic controllers on a tour of Oklahoma City, a tornado struck her farm. Learning that the twister had left considerable debris, five members of the group voluntarily worked seven hours to clean up the yard. They were (from left): Ta An, Kieu Minh Luan, Nguyen Trong Liem, Lu Van Lan and Le On Ha.

## 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:** If a GS-14, SATCS Crew Chief formerly held the position of GS-14, SATCS Watch Supervisor, is he eligible for priority consideration for the GS-14 Watch Supervisor position, having met other conditions of eligibility?

**Answer:** No. The example you use involves a reassignment without loss of grade. Handbook 3330.1A, Merit Promotion Program, paragraph 32, specifies that an employee shall be given priority consideration for repromotion to his former grade or one at an intermediate level. The intent of the regulation is to return an employee to his former grade and not to a former position, even though that position may have been at a higher supervisory level.

**Question:** Many electronics technicians in the field hold certification credentials on equipment they haven't worked on in well over two years. Who is responsible for removing this certification due to inactivity?

**Answer:** The Airway Facilities Sector Chief has the responsibility for recommending revocation of certification credentials, and the Airway Facilities Area Branch Chief is responsible for the actual revocation. However, a revision to the Airway Facilities Maintenance Personnel Certification Program Handbook, which is presently undergoing agency review, will permit responsibility for revocation to be delegated to third line supervisors. The revocation decision would be recommended by the immediate supervisor, but that recommendation will be reviewed at the next two higher levels for action. Consideration is also being given to permitting the delegation of revocation responsibility to the sector chief in inactivity cases. In order to retain competency on a system for which he holds certification credentials, an employee should have been assigned responsibility for at least six months of a two-year period for the maintenance or other technical activity on the system. It is the responsibility of the first line supervisor to make certain that a technician assigned call-back duties has sufficient contact with the equipment to retain his competence.

**Question:** Is it the intent of management that a facility chief should work watches on Saturdays and Sundays to avoid the payment of overtime at the controller level?

**Answer:** No. However, a facility chief, as a manager, is responsible for efficient administration of his facility. He may work Saturday or Sunday if necessary, but may not, artificially adjust work schedules to avoid overtime pay or any other type of premium compensation. See PT P 3550.11 for more information on overtime administration.

**Question:** Is smoking a vicious habit with respect to the disability

retirement provisions of the Civil Service Retirement System when the disability is due presumably, in the case of a smoker, to lung cancer or emphysema?

**Answer:** No. The Civil Service Commission has not ruled smoking to be a "vicious habit," which would preclude disability retirement.

**Question:** Is smoking considered an unhygienic practice which annoys or jeopardizes the health of others with respect to Appendix 2 of Handbook 3750.4, Conduct and Discipline, which pertains to offenses and penalties?

**Answer:** No. Except in very unusual situations where physical restrictions make smoking dangerous and where it is clearly prohibited, smoking would not normally be considered as the basis for disciplinary action.

**Question:** Regional policy appears to reduce AF staffing at my sector by one position whenever our overtime totals 2,080 hours. Moreover, we are directed to respond to callback overtime requests. However, to continue to do so appears to result in loss of technical positions. What is the policy on this apparent reduction-in-force?

**Answer:** There is no policy, national or regional, to reduce authorized sector staffing when sector overtime requirements increase. To the contrary, such a situation, if of a continuing nature, would more likely establish a need for additional staffing. Additionally, the authorized staffing at a sector is not determined by the callback overtime required at that sector.

**Question:** Does Public Law 90-556 void local management's authority to dictate whether an incumbent of a covered position listed in 3550.7 should receive compensatory time off for overtime work?

**Answer:** No. The true time and one-half law (P.L. 90-556) changed only the amount of money paid to an employee who is compensated for overtime work in money. It did not change management's prerogative to grant compensatory time in lieu of money. Accordingly, the regulations contained in PT P 3550.11, Chapter 2, governing the granting of compensatory time vs. overtime are applicable to persons covered under the true time and one-half law.

## Staffing

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trol positions in fiscal year 1971.

FAA began accelerating hiring of controllers in fiscal year 1968 when Congress authorized 1,500 new positions. In fiscal year 1969, an additional 2,000 positions were authorized. In fiscal 1970, an additional 3,800 new positions were authorized.

## Help Wanted

(Continued from Page 1)

novation in writing procurement specifications, installation programs and ways of doing business.

Currently, FIS is beginning the so-called "turnkey" methods of procurement. When this method is used, a single contractor bids on the whole job—from production through installation. The regional operational office can then theoretically turn the key, open the door and go to work.

The control tower contract recently awarded to the Air-a-plane Corp. of Norfolk is an example of this method. The contract calls for module fabrication, site preparation and erection of three towers at Westmoreland, Ky.; Parkersburg, W. Va.; and at Don Scott Airport in Columbus, Ohio. (A detailed article on the new towers is scheduled for the next issue of *FAA Horizons*).

The contractor will furnish the towers complete with fabricated consoles, equipment counts and cable raceways to facilitate installation of electronic equipment being prepackaged at the Aeronautical Center to permit fast field installation.

"This is one way we can save time and get the most and the best for the Government's dollar," Carmody said.

He said one way to assure this is to apply "value engineering" to development of specifications, thus assuring that specifications are standard, accurate and apply the latest state of the art.

The service is also responsible for evaluating equipment and installations to make sure that design specifications satisfy operational requirements as well as engineering plans and specifications.

## General Aviation

(Continued from Page 1)

navigation equipment. Through a triangulation procedure made possible by the airborne computer, special routes can be established enabling the pilot to proceed more directly to his destination, avoid congested airspace and reduce communications with controllers. Area navigation implementation already is well underway. Sixteen RNAV routes have been established so far.



### Okay to Produce

With their single-engine, four-place general aviation airplanes nearby, Mr. and Mrs. J. D. Maule of Maule Aircraft Corporation Moultrie, Ga., receive FAA's Production Certificate No. 509 from Southern Region Director James G. Rogers (left). The certificate authorizes the firm to manufacture and sell the new aircraft.

## Contract Let for Expansion Of ARTS III Radar Systems

By Alex F. Garvis

WASHINGTON—A \$500,000 contract has been awarded by the FAA to the UNIVAC Federal System Division of the Sperry Rand Corporation at St. Paul, Minn., to develop the capability and capacity to expand the functions of the basic ARTS III (Automated Radar Tracking Systems).

Administrator Shaffer said that the contract includes the development of both hardware and software (computer instructions) for the basic ARTS III beacon system, which is scheduled for installation at more than 60 of the nation's busiest terminals.

The three major areas of development in this contract include:

- Primary radar processing. The system's tracking capability would be improved in three areas: tracking beacon equipped aircraft will be improved with radar backup of lost beacon returns; non-beacon equipped aircraft will be tracked, and the accuracy and reliability of the tracking process will be improved.
- Multiple sensor (radar) processing. It would combine the outputs of multiple radars which would improve and expand terminal air traffic control coverage and minimize the effect of individual radar malfunctions.
- Multi-processing monitoring. This development would coordinate the processing activities of modular

hardware components and expand the computing capabilities of the system. Also, it would allow the ARTS III system to include additional software functions and it would allow automatic failure detection and recovery in an orderly manner.

In addition, the contractor will set up a test bed facility at the Minneapolis/St. Paul International Airport (Wold-Chamberlain) to conduct tests on ARTS III equipment under development.

The basic ARTS III, when added to existing airport surveillance radars at airport terminals (towers), provide air traffic controllers with such vital flight information as aircraft identity and altitude directly on their radarscopes. This information is presented in the form of an alphanumeric (letters-numbers) data tag which is attached to and moves with the appropriate aircraft target or "blip" on the radarscope.

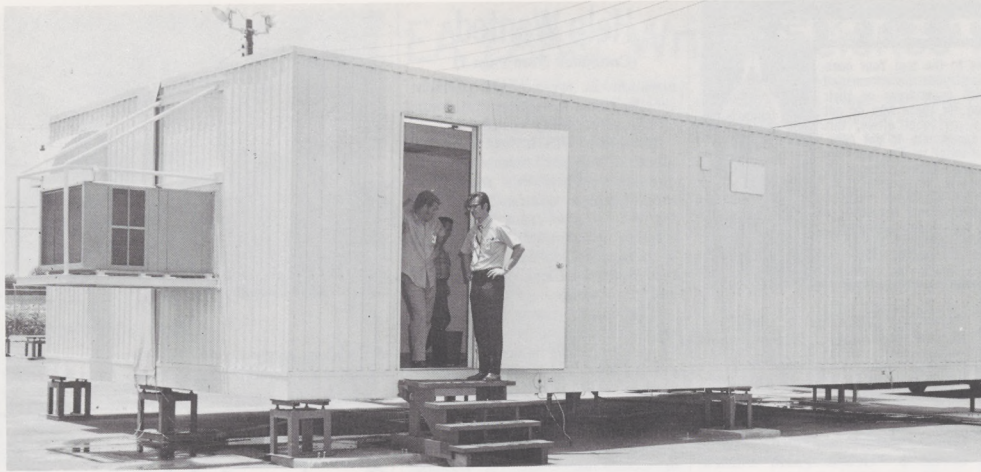
Implementation of ARTS III will facilitate the flow of air traffic thus helping to reduce congestion and delays and improving airspace and airport utilization. It also will help to maintain safety levels as air traffic increases. At the same time it will reduce the workload of pilots and controllers.

The Agency initially awarded UNIVAC a \$35 million contract in February 1969 for 64 basic ARTS III systems for installation at the nation's busiest airports.

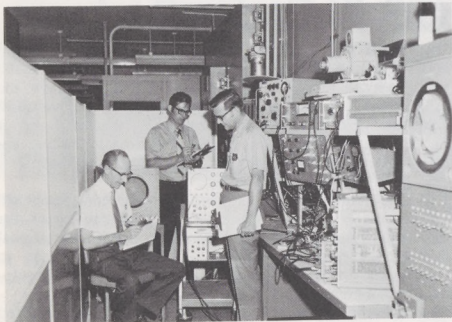


### Challenge Met

For "consistently meeting the challenges of urgent time schedules and pressing deadlines" in the recent wake turbulence testing program, Special Achievement Awards of \$500 each went to six agency employees. Their work served as the basis for the agency's revision of airspace separation requirements for large jet aircraft such as the B-747. James F. Rudolph (third from left), Director, Flight Standards Service, presented the awards in Washington to four of the honorees (from left): Raymond Barran, Air Traffic Procedures Specialist in ATS; Allen L. Morrissey, chief of the Flight Standards Service Evaluation Staff; Rudolph; Dave O. Snowden, Air Carrier Operations Specialist with Flight Standards Service and Walter Luffsey, Senior ATC Analyst with SRDS. Award winners not shown are Joseph J. Tymczyszyn, Western Region Flight Test Pilot and Leo J. Garodz, Aircraft Branch Project Manager at NAFEC. Frank Munroe (right), Executive Officer for SRDS, represented that Service. Air Traffic Service Deputy Director Ferris J. Howland (second from right) represented ATS.



These two buildings will house two channels of the new ASR-7 radar. Radar equipment is being installed in each of the two buildings at the plant and each will be transported on a trailer to airport radar sites.



Outside an environmental test chamber, recorded data is checked by (from left) Earl Gray and Al Hockstein, FAA Quality and Reliability Representatives and Jack Prusha, a Texas Instruments engineer.

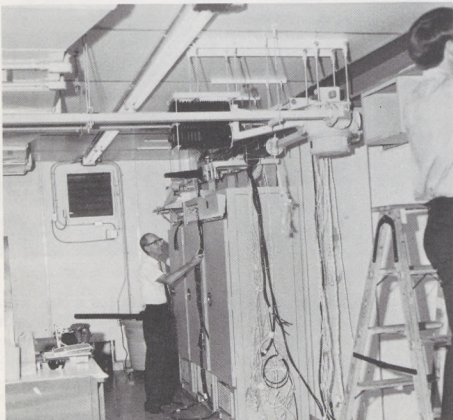
*Editor's Note: This is another in a series of articles on system improvements being carried out by the agency to provide better service and give a technical helping hand to employees.*

If you're a controller working at Chicago O'Hare, at Washington National, at Boston, Atlanta, Los Angeles or Oakland, you can bank on this: better radar is on the way.

Ditto if you're working at Chicago's Midway Airport, at Huntsville or Mobile, Ala., South Bend, Ind. or Newark. These are the locations that will receive the vastly-improved new ASR-7 radars between now and the first part of 1971.

The new radar systems are now beginning to roll off the assembly line at the Texas Instruments plant at Dallas.

Installation of the ASR-7 at these high-density locations will release present terminal radar systems for relocation to a number of less busy terminals. These include Columbia, S.C.; Lexington, Ky.; Madison, Wisc.; Grand Rapids, Mich.; Kahului, Hawaii;



Progress of installation of new ASR-7 in transportable building is checked at the Dallas manufacturing plant by Earl Gray (left), the agency's Quality and Reliability Representative.

Coming Soon . . .

# BETTER RADAR

Augusta, Ga.; Sioux Falls, Iowa; Erie, Pa.; and Ft. Lauderdale, Fla.

As noted in the July 6 issue of *FAA Horizons*, features of the new ASR-7 which will help ease the workload of controllers include these:

- All solid-state construction, which will provide optimum performance, be more reliable and easier to maintain.
- Improved performance in weather clutter and electro-magnetic interference, giving the controller better aircraft targets under a variety of operating conditions.
- A Digital Moving Target Indicator which is more stable, operates at peak performance and is easier to maintain. The Moving Target Indicator is a means of eliminating stationary objects from radarscope returns.
- An Azimuth Pulse Generator (APG) which is an easier and less-expensive means of remoting antenna information. This is compatible with automated and newer display equipments.
- An improved video enhancer. This feature provides for improved detectability of smaller targets.

Tests of the new radar were successfully completed at the Texas Instruments plant on July 1. Lewis Roth, Acting Chief of the Terminal Radar Branch, Facilities Installation Service, was present in Dallas to witness the tests and check on production progress.

"The system performed extremely well throughout the six-day type test period," Roth said. "All specification requirements were met or exceeded."

Delivery of the systems to field sites will take place as soon as the sites are ready to receive them.

Each channel of the dual channel ASR-7 will be delivered to the site in a separate transportable building, with equipment installed in the vans at the factory and carefully checked following installation. Large flatbed trailers will be used to transport the units to the sites.

Texas Instruments will set the buildings in place, connect wiring, test the system and record data—in other words, will provide a commissionable ASR-7 system to the region. The region will be responsible for site preparation, setting of the antenna tilt and performing commissioning flight tests.

Training has already been arranged for six regional Airway Facilities technical employees designated to

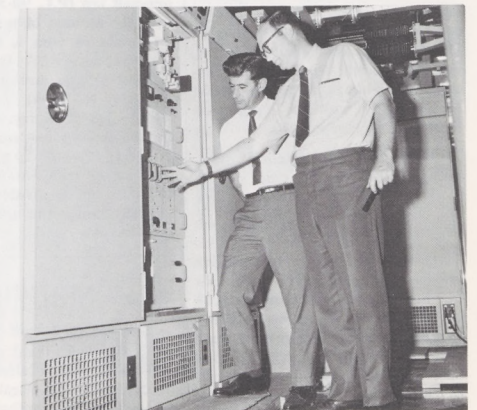


Inside of transportable ASR-7 radar building is inspected at Dallas by (from left) Dan Watson, Texas Instruments engineer and Al Hockstein and Earl Gray, FAA Quality and Reliability Representatives.

monitor installation of the radars by Texas Instruments and to perform acceptance tests. The Central and Southern regions will each send two of these representatives to Oklahoma City and Dallas for special training. The Southwest and Eastern Regions will send one each. One week of the training will be at the Academy followed by two weeks at the Texas Instruments plant. The Academy training schedule will begin Aug. 10 and training at Texas Instruments will take place from Aug. 17 to 28.

The ASR-7 to serve Dallas will be installed six miles north of Love Field and will be used initially for training more than 100 maintenance technicians, with the first Dallas class for technicians to begin in November.

"The new ASR-7 incorporates numerous design improvements resulting from operational experience with other types of radar and rapid advances in radar technology," Roth said. "We expect the new radar to be a real boon to controllers in their day-to-day work."



Environmental test chamber is used to subject the new ASR-7 equipment to severe conditions such as extremely high temperatures and humidity. Here Bill Acker (right), Texas Instruments ASR-7 Project Chief, discusses the tests with Lewis Roth of Facilities Installation Service.