



HORIZONS

Read
'Chicago's
New FSS'
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August 17, 1970

FSS Week Took 'Planning Ahead'

WASHINGTON — From the Presidential Office to the Pago Pago International Flight Service Station, national attention is being focused this week on the FAA's air traffic specialists. Celebrations in full swing across the country are the culmination of months of planning by agency personnel, both at Headquarters and in the field.

The celebrations involve the agency at all levels and materials sent out to the field from regional and Washington Headquarters were tailored to be used by FSS specialists at the station and by regional and center staffs.

For instance, 500 one-minute TV spot announcement films, conceived and prepared by the Office of Public Affairs, were sent to the field. The majority of these went directly to FSSs where the facility chief and his staff arranged to have the "spots" telecast on local stations. Four different radio spot announcements, varying in length from 20 to 60 seconds each, were distributed in the same way.

National highlights of the anniversary include the President's proclamation and the FSS letter



Artist and Chief

William H. Boatright, acting FSS Branch Chief, ATS, points to the Flight Service Station 50th Anniversary poster as Abner Cohen, Art Director, Office of Public Affairs, takes a look at his own work.

cancellations. These things didn't just happen. Preparations started three months ago to have an estimated 200 million letters cancelled with the special FSS cancellation.

Other aids sent to the stations included 30-by-40-inch displays depicting the early days of the flight service stations. To each regional headquarters were sent two large, animated displays complete with a taped narration and background music. One of these displays will also be set up in the Smithsonian

Institution in Washington.

The FAA planners also sent out thousands of press kits, 13,000 posters and 70,000 leaflets to be handed out at the "grass roots" level.

New Chiefs Named For Five Centers

WASHINGTON — New center chiefs were recently named at five of the agency's 21 continuous en route traffic control centers. According to Ferris J. Howland, Deputy Director of Air Traffic Service, the new chiefs were selected from a list of about 1500 GS-14 and GS-15s eligible for promotion and re-assignment.

Noting that the staffs at some of the agency's ARTCCs number almost 900 people, he pointed out that the final decision in picking the new chiefs was made at the agency's very top administrative levels.

Those selected were:

Fort Worth Center: Otto C. Reasoner, Chief, Standards and Evaluation Branch, Southwest Region. He was a controller at Fort Worth in 1953 and worked his way up to assistant center chief before being named chief of the New Orleans and, subsequently, the Houston centers.

Indianapolis Center: William C. Dalton, Chief, Air Traffic Branch, Albuquerque Area Office. He started with the agency as an ATCS at the Honolulu Center in 1950. From 1965 to 1967 he was chief of the Albuquerque Center.

Denver Center: William C. Bruce, Chief, Automation Branch, AT Division, Central Region. He started with the agency as an FSS aircraft communicator in 1943.

Minneapolis Center: Don Lattimer, Assistant Chief, Albuquerque Center. He has been at the Albuquerque since 1956 when he was an airways operations specialist.

Albuquerque Center: Robert M. O'Brien, Chief, NASPO Field Office, Indianapolis. He entered duty at the New York Center in 1956. He joined NASPO in 1965 and has been involved in the implementation of NAS Stage A since that time.

President Setting Week To Honor Flight Service

By Thom Hook

WASHINGTON—When President Richard M. Nixon was petitioned to decree that "National Flight Service Week" begin Aug. 16, the curtain was raised on a colorful tableau of dramatic events to mark a significant milestone in aviation history.

The President's official recognition of 50 years of dedicated service by the facilities and their FAA personnel is being followed up by many state governors, mayors and other local officials who are proclaiming in turn that Aug. 20 be honored as "Flight Service Day."

The week and day are devoted to showing appreciation for the services performed by approximately 4,600 FSS specialists and to focusing attention on the progress made since the early days half-a-century ago, when the facilities began as ground support for the Postmaster General to get the air mail through safely.

Chiefs of the four original Air Mail Radio Stations still operating, now as FSSs, will be honor guests and will receive special plaques at a gala Headquarters celebration on Aug. 20, where Secretary John A. Volpe and Administrator John S. Shaffer will be the principal speakers.

The chiefs will also be feted at a Washington Area Office celebration at the National Aviation Club. There former head curator of the Air and Space Museum Paul Garber will address dignitaries assembled and ATS Chief William Flenner will provide them with tomorrow's outlook. The original FSSs and their chiefs are: Joe Green, Washington, FSS; Harold H. Griffin, Elko, Nev., FSS; C. W. Wheeler, Rock Springs, Wyo., FSS, and Albert S. Hall, Jr., Salt Lake City FSS.

Stanley Beaver, of the Youngstown, O. FSS and Elizabeth K. DeCremer, of the Eau Clair, Wis.,

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\$25 Safety Prizes Are up for Grabs

WASHINGTON — FAAers get another chance to pocket \$25 or more by submitting ideas that can be turned into aviation safety cartoons in the third agency-wide contest launched Aug. 15, by FAA Aviation News.

Last year, several entrants each won \$50 when more than one of their entries was judged a winner. This year, a month is allotted for getting entries in, with closing date set for Sept. 15.

The twelve \$25 cash prizes will be awarded the winners shortly after the closing date and the suggested slogans will be incorporated into cartoons to appear in FAA Aviation News during the ensuing year. The cartoons also will be used on safety posters distributed monthly throughout the country and abroad.

Winning selections will be prepared for publication by a famous cartoonist, Robert Osborn, and the winners will be credited in print for the idea.

The contest rules are simple:

- Write a short paragraph about a safety problem in your area.
- Draw a rough or detailed sketch of a cartoon depicting your idea or write a brief paragraph on how you would like your idea drawn.
- Express your idea in a rhyming couplet.
- Include your name, address and social security number on your entry.
- Mail your entries to:

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Greenwood and Hoover Fill Two High Agency Positions

WASHINGTON — James R. Greenwood, a veteran newsman and aviation public relations executive, was sworn in as Director of Public Affairs for the FAA on Monday, Aug. 10.

Greenwood, who has worked in the air industry for more than 20 years, said he has always been impressed by the professionalism and dedication of FAA personnel. When invited to join the agency, he said, he accepted without a moment's hesitation.

"This job presents one of the most challenging opportunities anyone in my profession could ever hope for, especially at this exciting stage of aviation development," he said. "I'm proud to have a chance to participate and to help tell the American people of the coming advances in our national air transportation system."

He added that he expects "we

(Continued on Page 7)

WASHINGTON—After spending a year studying on a Princeton Fellowship, Issac Hoover is back at Headquarters and was recently appointed Deputy Director of the Office of Aviation Policy and Plans.

Hoover, a qualified jet pilot who holds a commercial pilot license with instrument and glider pilot ratings, said that the educational experience was very valuable to him, but that now he is anxious to get back "where the action is."

"The planning job here is an ideal way to put to use what I learned while at Princeton," he added.

Hoover was Director of the Office of Noise Abatement when he accepted the fellowship and returned temporarily to university life a little less than a year ago.

Before joining Noise Abatement, he was a special assistant to Brig. Gen. Jewell C. Maxwell, former

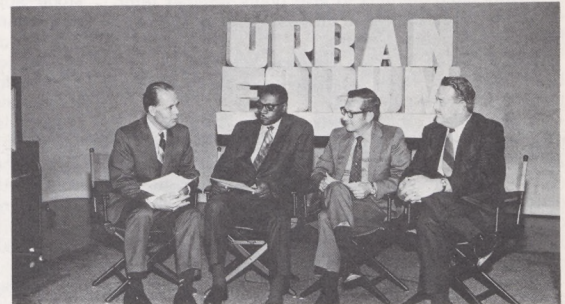
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James R. Greenwood
Director of the Office
of Public Affairs

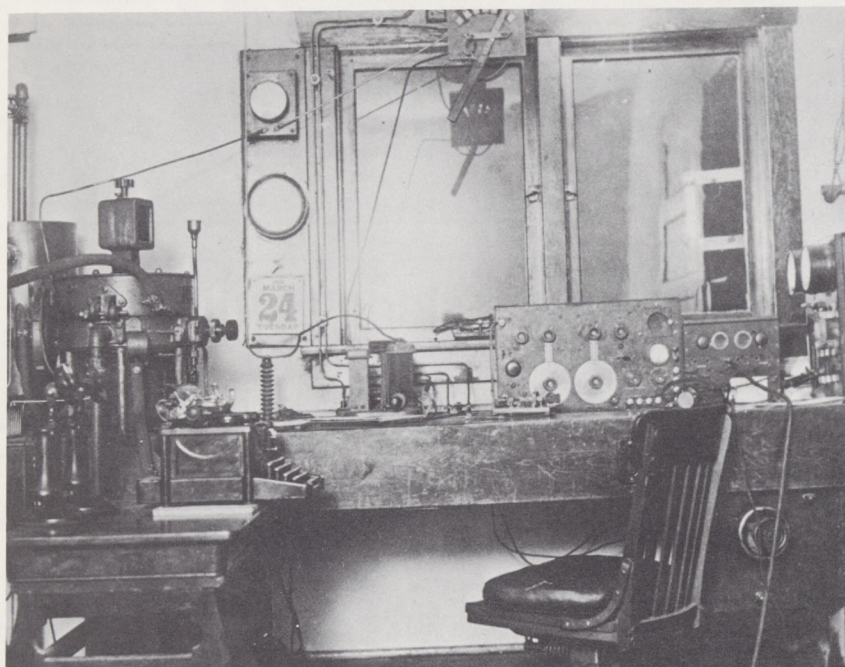


Issac Hoover
Deputy Director of the Office
of Aviation Policy and Plans

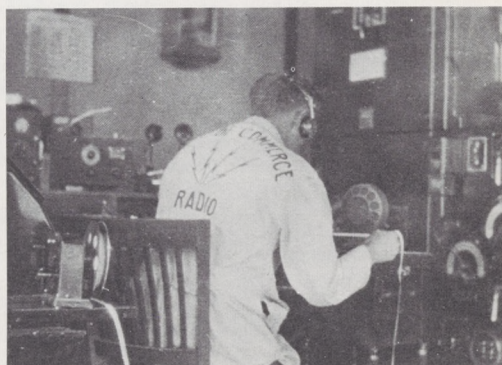


Anniversary on TV

A 15-minute Urban Forum Show starring personnel from the Los Angeles FSS in conjunction with the 50th Anniversary of Flight Service was hosted by Western Region's Assistant Public Affairs Officer Bob Huber. The taped show, aired over KCOP-TV in Los Angeles and KREX-TV, Grand Junction, Colo., in July, will be distributed worldwide by the Armed Forces Network. Appearing on the show were (from left): Huber; Elmo Murray and Fred Kelly, FSS specialists, and FSS Chief Dale Heister.



Above: the Salt Lake City Air Mail Radio Station, typical of the early stations, as it looked in March 1925. Top right: housing for the early stations was on a par with the North Platte, Neb., station shown. Right: a radio operator (identified only as "Anderson") broadcasts from the Portland, Ore., Airway Radio Station in 1929.



Telling it 'Like it Was' . . .

FSS Those Were the Days, My Friends

At the old airway keeper station perched on a 7,100-foot peak of Donner Summit in California, working for the government was often a traumatic experience. The tower and radio shack had to be anchored to solid rock to keep them from being blown away by the High Sierra's fierce winds. For now-retired FSS employees, memories of such duty are indelible.

This nation's FSS system has its roots back in the era described above—an era when air mail flying was a sort of aerial Russian Roulette. Out of the first 40 pilots who flew the mail, 31 lost their lives.

It was apparent to everyone concerned with moving the mail by air that something had to be done if there were to be any survivors of this gallant band of air mail pilots.

That something was establishment of a chain of 17 airway radio stations to give pilots weather information and assistance of various kinds in operating from primitive early airports.

Four of these original stations—Washington, Salt Lake, Elko and Rock Springs—have been in continuous operation ever since.

Establishment of the early stations—the forerunners of today's FSS's—paid off in human lives: the 1919 fatality ratio of one pilot killed for every 114,324 miles of airmail flight dropped to one fatality for each 2,500,000 miles by 1926. And the accident rate continued to decline until the calamitous year of 1934, when inexperienced military pilots were abruptly called in to fly the mail.

Early radio stations straddled transcontinental air mail routes between New York and San Francisco as did emergency airfields and rotating airways beacons on 50-foot towers.

Ground personnel in 1927 consisted of 45 radio operators, 14 maintenance mechanics and 84 caretakers. Besides the 17 airway radio stations making up the basic system, there were a number of intermediate "airway keeper stations" with low-power radio marker beacons. The entire operation was administered by the Lighthouse Service of the Department of Commerce.

Radio telegraphy was used exclusively, being cheaper than leased wire telegraphy and more dependable than voice radio. No radio communications were air-to-ground. Acceptable transmission speed for the "CW" Morse code was 30 words per minute, but 40 to 45 words was not uncommon.

When not transmitting aeronautical information, radio lines were open for other government business. Party-line gossip and neighborly messages found their way into the system, linking all participants into a kind of family relationship.

Station operators made their own weather observations and forecasts. Additional observations were phoned in by part-time weather observers, and pilots would pass on inflight observations after landing.

These early stations generally were staffed by a lone operator who worked seven days a week and stood split shifts to accommodate the dawn departure and dusk arrival schedule for the mail planes. The typical operator rose at 4:30 a.m. and began preparations for the morning flight by radioing checkpoints along the route for weather reports. At the same time he would report his local conditions to other callers up and down the line.

By 8:30 in the morning the station operator would usually have completed all his calls and seen his pilot off the ground, shooing stray cattle off the airstrip, if necessary, helping sort and stow the mail and looking after supplies. He was then free until about 4:30 in the afternoon, when he stood a second four-hour shift, servicing the arriving daylight flight and the departing night flight.

If a landing in darkness or poor visibility was anticipated he prepared to light the airfield with the best means at hand — automobile headlights, oil drums, flares, etc. Snow drifts often had to be cleared from the runway and runway edges frequently needed delineation in the form of lighted markers.

If field conditions were too poor for a safe landing, the station operator had to warn the pilot, using prearranged signals. Many long and lonely nights were spent waiting anxiously for the husky roar of a Liberty engine . . . that sometimes never came.

Typical starting salary for early station attendants was \$1,200 a year. Raises were modest and infrequent and overtime was unpaid. By comparison, pilots earned a base pay of \$2,000 a year with mileage bonuses.

Maintaining remote stations called for a high degree of ingenuity, a tolerance for isolation—and at times the agility of a mountain goat. Skis, sleds and snowshoes were standard operating equipment during the long winter seasons. Shelters were prefabricated wooden huts, drab and drafty and furnished strictly for utility, housing one to four men.

In 1938, the Airway Radio Station was re-designated "Airway Communication Station", under the newly created Civil Aeronautics Authority (the Civil Aeronautics Administration of the Department of Commerce). By this time, thanks to air-to-ground radio capability, station operators could actively participate in the control of a flight in progress, giving the latest weather reports and helping lost pilots identify local landmarks and find their bearings.

The term "flight service station" came into use with the creation of the Federal Aviation Agency in 1958, and has continued to the present day, when FAA is the Federal Aviation Administration of the Department of Transportation.

Today's flight service station specialist no longer is required to lead the rugged pioneer life of his predecessors in the Air Mail and Airway Radio Stations nor risk his life propping balky engines on frozen fields, or riding in the mail compartment of open biplanes. But his dedication to the safety of pilots who seek his assistance is as strong as it was half a century ago. And he is still the person most pilots rely on for flight planning data, for guidance over unfamiliar terrain, for steady reassurance when they get into trouble. No one who has ever been caught in a light plane in a violent thunderstorm, or become disoriented in fog over hazardous terrain, or run low of fuel in pitch darkness, can forget what it is to hear a calm steadying voice over the radio receiver leading him out of agonizing uncertainty and down to the firm green earth.

Suddenly, a Not-so-Routine Night

By Lawrence H. Payne
Chief, Arcata, Calif., FSS

ARCATA, Calif.—Just a routine night on duty at a small flight service station-but within seconds it can turn into a not-so-routine night where everything breaks loose, minute-by-minute.

And the unusual always seems to pick a night like the recent one when someone decides he will take off his last hour of the shift and go on annual leave. Since nothing is happening, at 9 p.m. he is on his way home.

Twenty-five minutes pass and then things begin to happen and escalate, starting with a call from the mail plane to San Francisco wanting to file an IFR flight plan. The FSS man left "holding the fort" gets the clearance from Oakland Center, relays it to the mail plane pilot and then notes his takeoff from Arcata at 9:29 p.m. Three minutes later, the FSS man hears from the pilot that the cloud bases are between 400-600 feet. The pilot switches over to Oakland Center. But only nine minutes go by and he again calls Arcata FSS.

Identifies Plane

After identifying his plane, he radios, "Am encountering electrical problems. Returning to Arcata."

The FSS man, anticipating possible fire or a crash landing, sounds the siren. Then he alerts the fire department, turns on the high intensity lights, increases the intensity of sequence flashers. A minute later, and the mail plane pilot radios Arcata to learn from the FSS man that the ceiling is 400 feet. The center has cleared him for an approach to Arcata and he is inbound on the 034 radial from Fortuna,

Calif., and the stage is set. "Am shutting down all electrical equipment," the pilot radios. "I have smoke in the cabin."

Sixty seconds later, the pilot changes his mind—he is going to attempt a letdown over the ocean. All is quiet for two minutes, when the FSS man gets a telephone call from an interested party asking why the siren was sounded. Ditto another call within two more minutes, while all during this time the frantic FSS man is running outside to hear the aircraft so he can immediately reduce Arcata's light intensity on arrival to help the pilot make a safe landing.

At 9:48 p.m., the fire crew is standing by, the specialist's stom-

ach is turning upside down and the telephone rings one more time. It's the pilot of the errant plane.

"... so I sighted the lights of Murray Field in Eureka," the pilot tells the FSS man, "and I naturally decided to land there rather than push on another seven miles to make Arcata. Thanks for your help."

Filing his report to the Air Traffic Branch Chief, the FSS man notes that for all the talk with the pilot, the tally on the "Aircraft Contacted" record is "one".

Just a routine night at a small flight service station. It isn't in anyone's job description—but it does happen more than once in a while.



For Achievement

Awarding certificates of achievement for outstanding work in the field of civil rights is Administrator Shaffer (second from right) to Diana Malatesta of the Office of Civil Rights and Frederick Freeman of NAFEC (both holding certificates). Looking on is Quentin S. Taylor, Civil Rights Director, and NAFEC Deputy Director Robert Cannon. Shaffer characterized the ceremony as "another example of how strongly we feel about civil rights."



Hands Across Border

Raymond Tucker (left), Chief of the Imperial, Calif., FSS, presents a scroll of appreciation to Martin Muniz of the Mexican aviation agency. The presentation was made during a recent Mexican-American Border Crossing Seminar held in Mexicali, Mexico.

FSS Handclasp Helps Pilots North and South of Border

MEXICALI, Mexico—A recent Mexican-American border crossing seminar for pilots was highlighted when FAAers from the Imperial, Calif., FSS presented a hand-lettered scroll of appreciation to the staff of Mexicali's Auxiliary Airport Services Office.

Raymond Tucker, Imperial FSS Chief, made the presentation to Martin Muniz of A.S.A., the Mexican equivalent of FSS. In presenting the scroll, agency specialists thanked the Mexicali staff for their efforts in achieving better communication between the two stations. "The end result of this communication is better service to the flying public, both in Mexico and the U.S.," Tucker said.

Instrumental in initiating the idea to award the scroll was Jack Howard of the FSS. Howard also helped create the channels for better service through his coordination of Mexican and U.S. air traffic control data.

The seminar was sponsored by Arthur W. Feldman, the United States Consul in Mexicali; Sr. Eduardo Perez Camara, the Mexican Consul in Calexico; and Sr.

Eliseo Garcia Araujo, the Baja, Lower Calif., Director of Tourism. It was one of a continuing series of "hands across the border" meetings designed to enhance safety and general understanding of Mexican air regulations for United States pilots flying in Mexico.

Items discussed included customs immigration and public health regulations of both the United States and Mexico. There were search and rescue activities in Mexico, Mexican civil air regulations and installation and commissioning of additional Mexican navigational aids. Representatives from all agencies involved in border crossing operations attended.

Lee Warren, Deputy Director, Western Region, was the ranking FAA representative. Other FAA representatives included Paul McAfee, Chief, Operations Branch, Air Traffic Division, Western Region; Paul Allison, Chief, Communications Control Center, Western Region; Richard Uruchurtu, Chief, Yuma FSS; Jerry Seymour and John Ferrari, San Diego FSS; and Ray Tucker and Jack Howard, Imperial FSS.

Ninety-Nines to Celebrate FSS Week

BRETTON WOODS, N.H.—Members of the Ninety-Nines, Inc. plan to participate actively in plans for marking the 50th anniversary of FAA Flight Service Stations, it was decided at the organization's recent international convention here. The Ninety-Nines is made up of women pilots from the U.S. and several other countries.

"It was decided to actively participate in celebrations to take place during the FSS Anniversary Week," said Mrs. Nona Quarles, who was among those in attendance at the meeting. Mrs. Quarles is Special Assistant for Women's Aviation Activities in the Office of General Aviation Affairs.

Mrs. Hazel McKendrick, editor of "Ninety-Nine News" and an employee of the Dallas FSS, also attended.

Mrs. Betty McNabb of Albany, Ga., a member of FAA's Women's Advisory Committee on Aviation, (WACOA), was elected international president of the Ninety-Nines, Inc. at the international convention.

Mrs. McNabb succeeds Mrs. Bernice Steadman, a former WACOA. Mrs. Virginia Britt of Plantation, Fla., also a former WACOA member, was elected

treasurer.

Among those attending the meeting was Mrs. Blanche Noyes, Chief, Airmarking Staff, Facility Installation Service.

Three members elected to the Ninety-Nines Executive Board were: Mrs. Patricia Jetton, Dallas, WACOA member; Miss Page Shamburger, Aberdeen, N. C., former WACOA; and Mrs. Edith Denny, Ontario, Canada.



Facility Award

In ceremonies at Florence, S. C., recently, Southern Region Deputy Director Gordon A. Williams, Jr., (left) had the unique pleasure of presenting regional "Field Facility of the Year" awards to two separate facilities in one city—The Florence Flight Service Station and the Florence Airway Facilities Sector. Being photographed immediately following this "first-time" dual award ceremony are (left to right) Deputy Director Williams, Joseph H. Crouse, FSS Chief; and J. H. Todd, AFS Engineer-in-Charge.



Mrs. Nona Quarles



HORIZONS

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After formal dedication of the new Chicago FSS, airport manager Bill Donahue and John G. Morris, superintendent, DuPage County Public Works (left), presented this painting of the new FSS to Edward C. Marsh, Director of the Central Region, and Chicago Area Manager Paul E. Cannom.

Photos by the author

Dedicated to V. I. Ps.* . . .

CHICAGO'S NEW FSS

By Neal Callahan

Replacing the old Joliet Flight Service Station, the recently dedicated Chicago FSS now located at DuPage County Airport may well challenge the Los Angeles FSS for number one spot among the nation's 340 such facilities.

In May, Chicago FSS set a record for itself (and old Joliet) by giving 18,759 pilot briefings—only 2,569 behind Los Angeles for the same month. In one day, May 29, Chicago specialists briefed 1,007 pilots in the flight-minded midwest area.

The busiest FSS, at Los Angeles, gave 807,081 flight services in calendar 1969 and decommissioned Joliet rendered 664,075 for second place nationally. The newly located midwest FSS serves 70 general aviation airports and will make Chicago a strong contender. If the new Chicago FSS can come closer and even top Los Angeles FSS, it will be in line with neighboring area air traffic facilities, now classified as the world's busiest — Chicago ARTC Center and Chicago Tower at O'Hare International.

Besides improving and expanding the working conditions, a number of other significant improvements are now operational at the new station. All equipment housed in the new FSS is co-located rather than split, as at the old facility in Joliet.

A completely new modern telephone system has been installed, providing expanded coverage through additional lines. Also new is an index system which sequences answering calls on a first-come, first-served basis to all incoming pilot inquiries. The Illinois Bell Telephone Co. set up a toll-free expanded telephone communications system so that pilots merely make a local call to get flight information.

The new FSS has doubled its air-to-ground consoles and positions, from two to four, thus improving its capabilities in that area.

Two additional VORs—Pontiac and Bradford—have been added to the area's navigational aids. Headsets are now used at both the pre-flight and air-ground positions for a much quieter operation.

A pilot's automatic telephone weather advisory service (PATWAS) has also been initiated at the Chicago FSS. Weather broadcasts are now simultaneously heard over navigational facilities in the Chicago, Milwaukee and Davenport, Ia., areas.

Formally dedicating the FSS in the new administration building at DuPage County Airport were Central Region Director Edward C. Marsh, Chicago Area Manager Paul E. Cannom, local officials and other FAA employees. Among those present were: former Joliet FSS Chief, John N. Longton; Jack Koehler, Chief, Chicago Air Traffic Branch; Floyd C. Emanuel, Chief, Chicago Airway Facilities Branch; Alan Glass, Chief, Central Region Airway Facilities Division; Browning Adams, Chief, Central Region Flight Standards Division; Bill Ost, Central Region Flight Standards Division; representatives of the Illinois Bell Telephone Co.; and Harold Michael, present chief of the new facility. Also attending the ceremony were about 150 persons, many of them FSS family members.

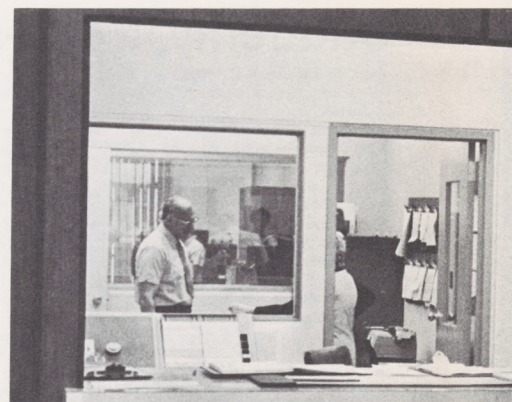
In his remarks closing the dedication, Harold Michael, FSS Chief, dedicated the facility to VIPs (Very Important Pilots). He added he was sure this FSS would be of great benefit not only to the Chicago area, but to pilots throughout the United States and Canada.

*Very Important Pilots

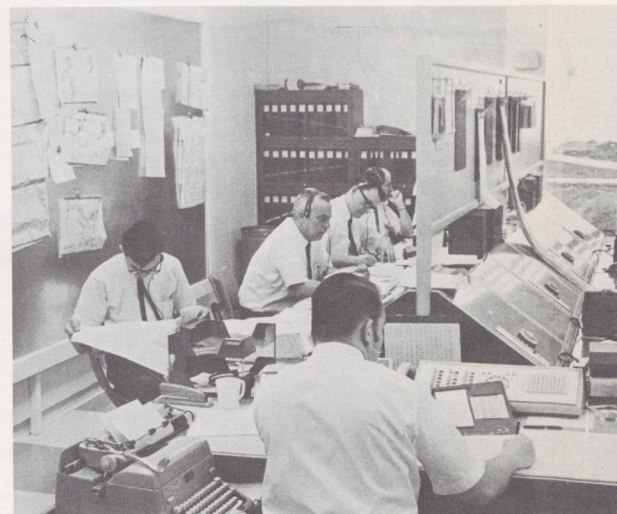
CHICAGO FSS PERSONNEL ROSTER

John F. Adams, Roger G. Alexander, Robert M. Baumgardner, Russel A. Behl, Lora E. Bennett, George P. Biehl, Walter Blalark, Gerald A. Brainerd, Floyd R. Brown, *Watch Supervisor*; John P. Carlson, Clancy J. Colao, Eugene C. Crouse, William G. Daily, Lorin D. Frank, James E. Freeman, Jr., Alice R. Henson, Alvin E. Hinz, Charles J. Horzen, Andre P. Huizinga, John W. Jackson, Jr., Neil W. Jenkins, Clifford A. Johnson, Thomas C. Johnson, Thomas V. Keating, Reinhold J. Kisser, Floyd O. Linder, Dennis R. Lindsey, John C. Marquardt, Harold W. Martin, *Watch Supervisor*; Ruth G. McCann, Georgene A. McDonough, Cecil W. Metzmaker, Harold Michael, Chief; Donald A. Muehler, Marshall D.

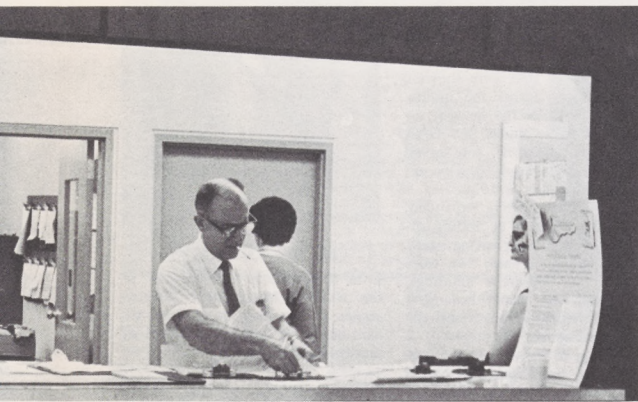
Munro, Michael V. Zetic, Bernard W. Paetzold, David M. Phillips, William M. Rhode, Ronald E. Riley, Willie R. Riley, Joseph E. Ritter, John T. Rodeffer, Frank E. Roman, Irving E. Rutz, Charles H. Shenkel, Jr., *Watch Supervisor*; Jerald Smith, Jimmy Spates, Jr., Rebara G. Spates, Erwin F. Stanicek, *Assistant Chief*; Kenneth R. Stultz, Edward W. Symons, Henry P. Talbot, *Education & Proficiency Development Specialist*; Jackie Lee Taulbee, Jerry G. Thomas, Foster G. Trihas, Cynthia VanDuser, Esther L. Wakefield, *Watch Supervisor*; E. Geraldine Walker, William R. Walker, Stanley R. Walus, Carl A. Waszak, Raymond L. Weaver, Ronald D. Whitlock, *Watch Supervisor*; and Wayne R. Zielinski.



The new DuPage County Airport Administration Building houses the new Chicago FSS service station. Official dedication ceremonies of the modern new FSS were held this spring. The multi-story building is one of the most modern general aviation administration buildings.



It was business as usual during the Chicago FSS dedication. Among those on duty were Tom Johnson (back to camera), Carl Wazak (checking map), and Lorin Frank, Roger Alexander and John Marquardt answering telephone calls from the new modern telephone complex set-up in the Chicago metropolitan area.



Chicago FSS Specialist J. F. Adams keeps the pilot briefing counter up-to-date at the new Chicago FSS. With the facility located on the DuPage County Airport, a center of area general aviation activities, it is anticipated that in-person pilot briefings will be greatly increased.



Flights using the new Chicago flight information building. All flights in the new FSS were conducted at the new modern general aviation airport.



One of the four air-to-ground radio consoles installed in a special sound proof room at the newly commissioned station is operated by Dave Phillips of the Chicago FSS.



Along those on duty were Al Hinz, Roger Alexander, and Bill Walker. The new modern telephone system is also being installed.



Cliff Johnson (front left), and Bill Sparks, Chicago AFS, explain to Bob Johnson of Airway Facilities how the teletype system operates in the new Chicago FSS. In the background are (from left) Al Hinz, Georgene McDonough and Bill Walker, all of the recently dedicated Chicago FSS.



As (from left) Tom Johnson, Roger Alexander and John Marquardt perform flight service specialist duties, others look over the new installation. In the background are Al Hinz, Chicago FSS; Jack Brazee, Joliet FSS, retired; George Biehl, Chicago FSS; and Paul E. Cannom, Chicago Area Manager.

Early Air Mail Veteran Retires After 45 Years

WASHINGTON—Back in 1925 when C. M. (Clete) Estep was recently retired as Chief of the Materiel Management Division Logistics Services, was an air mail clerk. His duties included making local weather observations at the airport and telephoning them to "Cleveland Radio," located downtown at the foot of East 9th St., on the Waterfront. Estep, a veteran of 45 years with the agency and its predecessors, serviced four flights a day, two eastbound and two westbound, through Cleveland.

He remembers noting temperature, barometer, wind, visibility and the condition of the sky—overcast or clear. "Ground visibility was easy to determine," he said. "We looked out the window to see how many of our check points were visible."

Ceiling heights were only provided at night, he explained. He said that a searchlight would be aimed at the clouds and the height determined by a theodolite.

The radio operators passed the word to airports along the line, Bellefonte and New York to the east and west to Bryan, Ohio, and Chicago, and young Clete copied his observations on a blackboard for the mail plane's pilot.

When the bi-wing DeHavilland DH-4 mail planes touched down,

Clete, who worked for the Post Office Department, was responsible for the mail. As the plane taxied to a stop, he met it and, toting a 45 calibre pistol, carried the mail pouches to his office where he sorted the letters and parcels.

It was a job he sometimes had to complete quickly, but he was always careful. If he misrouted a letter, he received a demerit, and if he accumulated a thousand demerits, he knew he would be fired.



After 45 Years

Retiring Chief of the Materiel Management Division C. M. (Clete) Estep was given "an old goat" by his agency friends as he got ready to retire.

While Clete was stationed at Cleveland, he often talked to the men setting up and maintaining the airways beacons. When in 1927 he transferred to the Airway Division of the Bureau of Light-houses in Buffalo, N.Y., he became directly involved with those preliminary aids to aerial navigation.

At that time he also began his career in the general fields of procurement and disbursement, as he helped to buy 1,000 watt lamps, generators and various components

for the beacons that were showing pilots the way across the nation.

Still working in the field of air navigation, Clete joined the CAA as a "charter member" and served at Newark and Atlanta before coming to Washington in 1936.

As the infant agency expanded, he became involved in finding office space for the growing staff. "At one time," he said, "we were housed in 13 different buildings. I remember this clearly because I personally negotiated contracts for most of that space."

Returning to the agency in 1945 after serving two years as a Naval officer, he continued his climb up the career ladder.

In 1946 he was made Chief, Supply Division, in 1951, Deputy Director, Office of General Services. In 1960 he was promoted to Chief, Materiel Program Division and subsequently became Chief, Materiel Management Division.

When the agency's move to new quarters in the current building on Independence Ave. was being planned, Clete's office in temporary building No. Five was used as a guinea pig.

"I tested the new furniture being developed for the new building," he said. "All my life I'd worked at a desk, but I liked the idea of working at a table and storing my



In the Old Days

C. M. (Clete) Estep, retiring Chief of the Materiel Management Division stands at the door of an early air mail hangar in Cleveland, flanked by airways technicians.

things in separate cabinets."

Clete still uses the table he originally tried, and the new furnishing idea was adopted for use in offices throughout Headquarters.

Speaking of his retirement, he said, "I don't plan to start a new life. I plan to live pretty much as I have, except I won't be working here. I'm going to stay in Washington—my family's here; my friends are here. If I get restless, I'll go to work again—working with people, which is what I like best."

Highlighting retirement get-togethers, for the man who personally watched air traffic control grow from infancy, was a well-attended dinner on July 30 at which Administrator John H. Shaffer presided.



Benefactor Visits

The four children being helped by FAA's Guam CERAP employees are shown with Controller Roger M. Christensen who, with Mrs. Christensen, recently visited the children and their families in Hong Kong.

ATCs Adopt Youngsters

By Anthony J. (Tony) Stark
Controller, Guam, CERAP

GUAM—Forty FAAers with the Guam Center RAPCON (CERAP) have "adopted" four young Hong Kong girls from extremely poor families and are providing for their education.

Every month, the 40 employees send money for tuition, books, uniforms, and hard-to-obtain well-balanced meals at the school run by the Catholic Relief Services in Hong Kong. Ten dollars monthly per child covers the cost of educating these children. The Guam "Uncles" also send money at Christmas and on birthdays.

The girls are Mary Helene, 13; Mary Teresa Tsim, 10; and the 15-year-old Yip twins, Mary Marguerite and Teresa Eugenie. The twins lost their father in 1961. Their mother works as a servant for \$35 a month.

Families such as these find it virtually impossible to educate their children, and many of them never learn to read or write.

The adoption program was initiated in 1966 by SATCS Clyde Reighard, now retired. Originally, the plan was to "adopt" one child, but after learning of the tremendous need, Guam FAAers decided

to adopt four of the needy children.

Roger Christensen, a CERAP controller, and Mrs. Christensen recently made a trip to Hong Kong to check on the kids. The Christensens enjoyed a very British tea with the girls at school, then visited the children's homes. Both families live in small one-room apartments. The girls' mothers voiced appreciation to the Christensens for the FAAer's help.

Almost every week, the "Uncles" receive letters from the girls. One girl recently wrote:

"Dear Uncles:
"We are busy reviewing for the final examination. After that, 48 days of happy summer vacation. I hope I will be able to go to picnics, see movies and go to the beach. It is a pity though. I can only play on the sands, I don't know how to swim.

"On Dragon Boat Feast Day, we ate rice dumplings and went to see the dragon boats competition. It was great fun. Do you also have dragon boats, and eat dumplings, too?"

"Daddy teaches me to read and write at home and we are very happy. With best wishes for your happiness."

/s/ Mary Teresa Tsim

Grapefruit-Sized Hail Clobbers Wichita

By Warren P. Hurst
Chief, Wichita FSS

WICHITA—Webster's definition of hail may be "small, rounded pieces of ice that sometimes fall during thunderstorms" or "frozen raindrops," but there was nothing small about the stones that fell for 44 minutes recently at Wichita Municipal Airport.

Numerous stones larger than navel oranges and approaching the diameter of an average grapefruit plummeted over everything within a two-and-a-half mile radius of the airport. Afterwards, FSS personnel scooped up handfuls of the giant hailstones and put them in the refrigerator to show anyone "from Missouri" who wouldn't believe their tale later.

It all began with a severe thunderstorm watch Sunday afternoon. The most unusual weather phenomena in Wichita's history actually unfolded at 7:30 p.m., when the thunder clouds, overburdened with water droplets that turned to ice and kept picking up new layers of ice on their dizzying updraft and downdraft elevator rides spewed forth the rockhard stones over the west edge of the city.

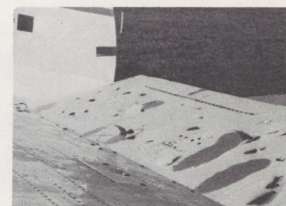
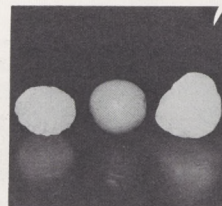
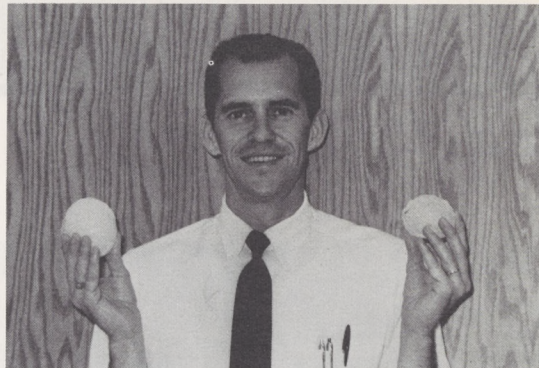
Property damage to aircraft alone later was tallied at \$1,500,000. Automobiles were dented; convertible roofs ripped; and rooftops suffered hundreds of dollars worth of damage. Fortunately, insurance took care of much of the damage. Four airplanes were damaged totally and were judged unfeasible to repair.

After a precipitation of three-and-a-quarter inches, the hailstorm stopped at 8:14 p.m. Clarence Caster of the Wichita FSS and John Shockley of the Weather Bureau Airport Station, aware that this was perhaps the most unusual weather phenomena in local history, scooped up a dozen of the many large stones and stored them in freezing compartments of the facility's refrigerators. The largest

stone was four inches in diameter.

FSS personnel were happy they hadn't been caught in an open field during the deluge. Curiosity spurred by the storm led them to look into official reports, and they learned that on occasion hail has occurred in parts of Kansas for as long as five hours continuously.

Despite the damage at the airport, crops in the area were not hurt as much as might be supposed. The hail was localized where not too many of the state's famous wheat farms are located. The only damage to crops was minor, from the much lighter hail which fell in outer areas.





Big as Grapefruit

Top photo: Two of the many giant hail stones that rained for 44 minutes on Wichita Municipal Airport recently are held by FSS Specialist Tom Griffin. Griffin, who was a controller at Kansas City ARTC Center for ten years and has been at Wichita FSS for two years, never saw stones of such magnitude before. Bottom, left: the stones were larger than a healthy navel orange (center). Aircraft, automobiles and rooftops were damaged during Wichita's unique three-quarters-of-an-hour storm. Elevators of the twin Beech 18-S pictured above right, unfortunately now look like a kitchen grate.

—Photos by Clarence Caster, Wichita FSS.

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: An employee in our office recently received a large FAA kraft franked envelope, the only contents being an envelope from the FAA Eastern Region Federal Credit Union. Usually envelopes from this credit union are included in the regular mail received by our office. Would either or both of these procedures be a violation of FAA policy by using official envelopes to avoid payment of postage?

Answer: Postage and fees paid envelopes are not for private use to avoid payment of postage. Generally, credit unions may not use FAA postage fees paid envelopes for mail placed in postal facilities and going directly to credit union correspondents. However, in the Eastern Region, a large daily envelope of their consolidated official mail goes to each field office in an FAA postage and fees paid envelope. If regional authorities determine that it is in the FAA's official interest, they may promote employee morale by including credit union materials in Eastern's consolidated mail envelopes. This is consistent with other employee morale-promoting policies such as providing space for credit union operations.

Question: In the Mar. 30, 1970 "Direct Line" you stated that there is no provision for employees to rate supervisors. Why not?

Answer: Supervisors are responsible for the work of their employees and must have commensurate authority to rate them on the quality and quantity of work. The converse is not true. Along with the supervisor's authority goes the responsibility for assisting those who need to improve and rewarding those who do superior work. Supervisors, in turn, are rated by their superiors.

Question: Why doesn't progressive management, in its avowed discipleship toward "improved communications" utilize upward employee evaluations?

Answer: Improved communications, upward and downward, is one of the objectives of performance evaluation. See 3430.3, Evaluating and Improving Employee Performance, Chapter 4. Properly used, the performance discussion can give the supervisor valuable insight into ways he can improve the work environment. The effective supervisor will use the performance discussion for self-evaluation and self-improvement.

Question: Order 6030.31, Restoration of Operational Facilities, paragraph 9d(2) states that Sector Chiefs shall assure that a qualified technician will be available for each facility requiring telephone availability restoration level 7b(2) during all hours when there is no technician on regular duty. Is the technician assigned call-back responsibility in accordance with paragraph 7b(2) required to be certified on the systems he is responsible for?

Answer: Paragraph 7b(2) con-

tains a footnote stating that the qualification of a technician posted as available for call-back "includes certification authority where required by Handbook 300.3A." A noncertifying technician is qualified for restoration activities involving only certain systems and subsystems not listed in Handbook 300.3A. The assignment of qualified technicians (certifying or noncertifying) to scheduled telephone availability is therefore dependent upon the system or subsystem certification requirements which will provide satisfactory level 7b(2) restoration to the facilities so assigned at that location. Determination of personnel scheduling can be made most effectively by the Sector Chief.

Question: If an employee is called for jury duty, can he take annual leave during the period of time he serves on the jury and keep the jury duty fee?

Answer: No. Employees serving under regular permanent, indefinite, or temporary (part-time or full time) appointments are eligible for court leave when absent for jury service. The law (5 U.S.C. 6322) states that "the period of absence for jury service is without deduction from other leave of absence authorized by statute." The Comptroller General has ruled that to take annual leave for jury service, regardless of the employee's wishes, would be to reduce such leave by reason of jury service, and therefore, contrary to the law. Fees received by an employee for jury service must be turned in to the payroll office. However, any portion of the fee which exceeds the compensation paid the employee by the agency during the period of time he serves on the jury will be returned to the employee. Also, the Comptroller General has ruled that an employee who performed jury duty on a non-workday is entitled to keep the fee received for such service on that day. Performance of jury duty is considered a basic civic responsibility. See 3600.4, Chapter 9, Paragraph 83-88 for additional information.

Hoover

(Continued from Page 1)

Director of the Office of Supersonic Transport, and before that, in 1965-66, Hoover served as special assistant to David D. Thomas when Thomas was Associate Administrator for Programs.

Hoover's other agency jobs included four years as a supervisory aeronautical research engineer with Systems Research and Development Service and a stint with the CAA's Aircraft Engineering Division in Kansas City, Mo. Hoover has also worked with the Civil Aeronautics Board and American Airlines.

He holds a degree in aeronautical engineering from the University of Kansas and a Master's in aeronautical engineering from Harvard.

FSS Week

(Continued from Page 1)

FSS will also be honored at both celebrations for having served in flight service work longer than any other FSS man or woman.

One of the highlights of the national celebration will be the appearance of Administrator Shaffer on the "Today" Show over NBC-TV Aug. 20 to discuss the special tribute to Flight Service.

Around the nation, gatherings of oldtime pilots, state aviation officials, women's pilot groups (the Ninety-Nines and the Women's Advisory Council on Aviation) will mix with government officials of all levels in a wide range of functions, varying between open houses and fly-in pancake breakfasts to aviation safety seminars for pilots.

Highlights of events around the various FAA regions reported at premiere include the following:

Eastern Region: Major print media will carry stories about the FSS, including the *New York Times*, and the *Philadelphia Inquirer*.

Many famous aviators, including Arthur Godfrey, Clarence Chamberlain and Bill Diehl, planned to attend dinner at Teterboro Airport Aug. 14, when the airport's own golden anniversary and the celebration of FSS's 50th birthday will be coordinated in the program.

Southern Region: The 28-minute color film, "The Flight Service Station" is being shown in prime time on eight major TV stations, and major feature stories are scheduled by the metropolitan press. Aiding a uniform program of open houses, the military as well as fixed base operators have made aircraft available for static displays. The monthly Pilot Confab at the Pensacola FSS will be one of the biggest yet. Orren T. Taylor, watch supervisor at the Florence, S.C., FSS, who will be 50 years old on Aug. 20 along with Flight Service, will get a birthday party he won't soon forget!

Southwest Region: The annual rodeo and reunion in Dalhart, Tex. will include in its parade a float honoring the FSS anniversary. A "poster flyaway" delivery is being made by the Dallas Ninety-Nines, the women's pilot organization.

Central Region: Antique and home built planes are a feature of the FSS celebration at Wausau, Wis.; ground-breaking ceremonies are taking place at Omaha for a new FSS facility, and mayors of Minneapolis and St. Paul will make 50th anniversary proclamations. The aviation safety seminar at Dillon, Mont., FSS is hosting pilots from Montana, eastern Idaho and northern Wyoming to a pancake breakfast, topped off by a special air show.

Pacific Region: Pilots who have been saved or otherwise have benefited by an FSS's help will give testimonials in newspaper features stories and in TV interviews. A luau will be attended by some 500 people from the aviation community, with proceeds from tickets to go toward helping aviation education.

Alaskan Region: A speaker's bureau is making FSS employees available to address service clubs about the history of the service. Newspapers and other media are cooperating in placement of the material provided.

Western Region: Numerous showings of the FSS color motion picture are booked throughout nine states; radio spots are being aired and FSS chiefs are being interviewed on radio and TV. Anniver-

When the FSS Women Came They Found a Home in ATC

By Carol Lencki

WASHINGTON — Until World War II began and the need for flight service specialists brought the women on the scene, the FSS was a man's world. Training sessions of a "cram course" type sprang up around the country to prepare women for their new profession.

After the war, many of the women chose to stay on in this new and challenging field; in fact, some of the "originals" are still around!

Elizabeth DeCremer of the Eau Claire, Wisc., FSS, who was told recently by the agency that she has served as a flight service specialist longer than any other woman in the U.S., entered flight service in 1942 following a four-month training period in Chicago.

"Mine was the first class of women ever in the Chicago area and perhaps in the nation," she said.

Her first base was Peoria, Ill. From there she went on to serve in Muskegon, Mich.; South Bend,



Elizabeth K. DeCremer

Contest

(Continued from Page 1)
Contest Editor, PA-20
FAA Aviation News
Federal Aviation Administration
Washington, D.C. 20590

The contest is open to any employee (present or past) of FAA. There is no limit to the number of ideas that may be submitted by any employee—each idea will be judged individually on its merits. If two or more persons collaborate on an idea, only one prize can be awarded, although all persons will receive credit.

Entries will be judged for originality and applicability to air safety by a committee composed of Director, Air Traffic Service; Director, Flight Standards Service, and Director, Office of Public Affairs.

All entries become the property of FAA Aviation News and the \$25 cash award shall be the only remuneration for each winning idea, no matter how used.

Posters are now displayed at a number of airport terminals, and at locations of fixed base operators. The FSS movie also is being scheduled at an aviation country club, the Lions club and at hangar sessions. At Salt Lake City, all five TV stations are booking the film.

Meanwhile, throughout the festivities, the FSS facilities will keep up their weather reporting and flight planning services. Teletypes in the stations won't pause for the occasion, and daily charts will be plotted on weather fronts, wind currents and thunderstorm activity, as if no anniversary was being celebrated.

Ind., Chicago; Moline Ill.; Youngstown, O.; Milwaukee and since 1949 she has been with the Eau Claire station.

"It was quite an experience, since we were invading man's territory. It was like being in a museum with the airport personnel and pilots stopping by or calling on the telephone to see 'that girl' and what she was like. We were accepted. Most of the men took the big-brother attitude and were very kind and helpful," she said.

Miss DeCremer considers her job a challenging one.

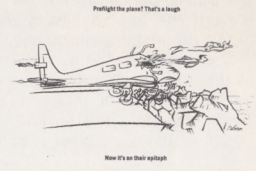
"There is always something to keep one busy. With all the advances in aviation, we have to study as teachers and doctors do to keep up-to-date," she said.

She is a graduate of the University of North Dakota with a B.S. in Home Economics and minors in Chemistry and Education.

Next in line for length of service, women flight service specialists, is Gertie M. Mosaly of the Wichita, Tex., FSS, who joined the ranks in late 1942 following training with the first class of women in the Fort Worth area. She served at stations in Waco, Gainesville, Ardmore and Fort Worth, before taking her present position in Wichita Falls in 1963.

"I've seen a lot of changes take place over the years," Miss Mosaly said. "I got into this field because I found it interesting and challenging. After all this time, it is still interesting and challenging."

Miss Mosaly has her Master's degree in sociology from Texas Woman's University where she has also taught the subject part time.



Greenwood

(Continued from Page 1)

will see as much progress in aviation during the next 10 years as we have in the last 40."

While administering the oath of office Administrator John H. Shaffer noted that Greenwood was assuming a post pioneered by his father, Ernest H. Greenwood, more than 40 years ago. Ernest Greenwood was the first information officer for the Aeronautics Branch of the Department of Commerce.

A licensed pilot and former exhibition parachute jumper, Greenwood was director of corporate public relations for Gates Learjet Corporation in Wichita, Kan., before joining FAA. He was appointed to that post in April 1964, after serving nine years in public relations management positions at Beech Aircraft Corp., in Wichita.

In 1963, he received the Aviation/Space Writers Association's national trophy for "excellence in promoting public relations in aviation and space activities."

During the war Greenwood served with U.S. Navy aviation units, including duty aboard the carrier *USS Badoeng Strait*. He is the author of several books and numerous magazine articles on aerospace subjects.



On "Smoki" Mesa day in Prescott, Ariz., Snake Priests mesmerize the snakes with rattles and feathered "Pa Ho's".



Raymond E. Shire, Prescott, Arizona FSS Chief, in his attire as Smoki Chief "Smoke Signal." Shire hands out live snakes to Smoki snake dancers during historical dance presentations held annually in Prescott, Ariz.

TWO CHIEFS in ONE

The Smoki People of Prescott, Ariz., have selected four ceremonial dances which the organization will give for their 50th anniversary of presentations of historical Indian dances to the public. This year's event will be particularly meaningful since it coincides with the 50th anniversary of flight service stations.

Past Smoki Chief Smoke Signal, Raymond E. Shire, who also happens to be the Prescott FSS Chief, plays the part of the "Kisi Priest" in the Snake Dance, as he has for many years—handing out the live snakes to the snake dancers in a highly ritualistic performance.

The dances began at sundown the night of Aug. 1, at the Yavapai County Fairgrounds in Prescott.

The program for this year includes the Sun Pole Dance by the Omaha Plains Indians, the Wheel Dance of the Quetzales Aztec Indians of Mexico, the

Apache Devil Dance, one of the series of Zuni Corn Maiden dances, and the famous Smoki Snake Dance culminates the performance.

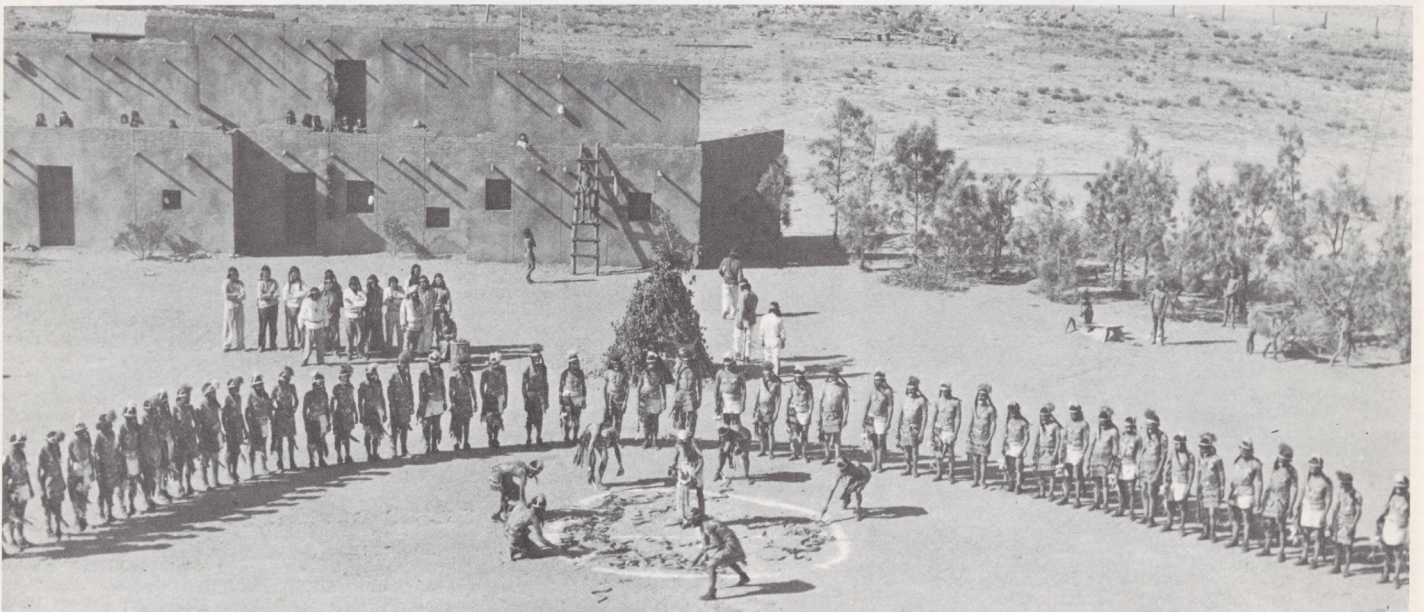
The Smoki People are Prescott men and women from widely diverse walks of life (including a U.S. Senator who was a former presidential candidate). The Smoki are dedicated to the presentation of representative dances of Indians on the North American continent. Accuracy and authenticity in the costumes and dance routines have earned the organization widespread recognition from historians throughout the country.

In honor of 50 years of presentation, this year's show is a selection of all-time favorite dances of past years.

"The performance is regularly a sell-out," says Past Chief Smoke Signal Raymond Shire, "and this year should be no exception."



Smoki Snake Dancers and their "little friends." After the ceremony, the snakes are returned to the wilds.



At a signal from Kisi Priest Ray Shire (Prescott FSS Chief), the Snake and Antelope Clans drop snakes into the sacred corn meal circle on Smoki Mesa. The snakes will carry prayers for rain to the Indian Gods of the Underworld.