FAA HORIZONS

Read 'Those Amazing Exam-O-Grams' Page 2

Vol. 4, No. 21 | Published biweekly for employees of the Department of Transportation/Federal Aviation Administration | September 28, 1970

Winner of Award Recalls Exciting Drama at Airport

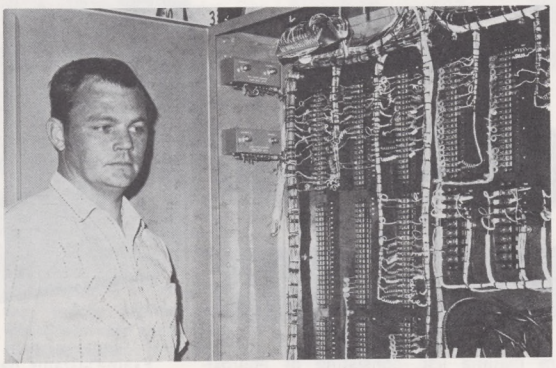
CONVENT STATION, N.J.—When Morristown Control Tower Chief Felix J. Charles received a Special Achievement Award from the regional office recently, he had occasion to look back over his more than three decades working for the FAA and its predecessors.

Tower Chief Charles' recollections, passed on to Operations Branch Chief Walt Buechler, were spurred by experiences of other FAAers that were published in coverage of the 50th Anniversary of the flight service stations.

One early experience, he recalls, stands out as if it were yesterday. It took place in 1940, when young Charles was fresh from service in the Navy aboard the "U.S.S. Arizona" (which only a year later became a total loss at Pearl Harbor). He was on duty at the CAA Communications Station, Cove Valley Radio and Airport—now Altoona FSS and Blair County Airport, at Martinsburg, Pa. It was 8 o'clock at night, and a telephone call came in from TWA at Newark requesting the weather. Charles gave the weather, then became a little apprehensive as the airline office kept calling back, asking for a recheck of the weather and then further requesting a personal observation from the new CAA employee. Charles assured them that the airways light beacon three miles from the airport was visible.

TWA hung up without giving a reason for wanting the information, and Charles figured it was just a routine service of the facility. Then the TWA office in Pittsburgh called to double check the weather, explaining that a TWA DC-3 flight would divert to the then Cove Valley Airport and try to stretch its fuel to make it. It seemed the entire eastern seaboard was socked

(Continued on Page 7)



Switching Center

Inspecting the radio frequency switching panel he designed and built is Ralph Mortensen, radar specialist at Cedar City, Utah. This complex panel shifts vital communication radio frequencies from Los Angeles to Salt Lake City Centers during telephone line or microwave link failures.

Complex Switching Problem Is Mastered by Technician

CEDAR CITY, Utah—A switching panel designed by Ralph Mortensen, radar specialist at Cedar City, Utah, has solved a complicated radio frequency switching problem.

Using standard FAA parts, and with the aid of technicians at Cedar City, Mortensen constructed the panel and installed it at this remote radar site in central Utah. The site is the hub of radar and communications activities for the busy transcontinental airway crossing over this sparsely-settled western area.

The air traffic radar presentation from the Cedar City long-range radar is fed to centers at both Los Angeles and Salt Lake City. Additionally, a remote control communications air/ground facility (RCAG) for each center is colocated at the Cedar City radio site. Two-way radio communications between pilots flying through this airspace is forwarded to Salt Lake Center via microwave link, and to Los Angeles via telephone company landline with a microwave link backup.

When the Los Angeles Center loses the radar presentation from Cedar City, Los Angeles and Salt Lake City personnel have an established procedure. Salt Lake City Center assumes control of air traffic in that portion of the Los Angeles airspace covered by the Cedar City site. In order to provide this air traffic service, Salt Lake City Center controllers must be able to talk to the pilots through the facilities of the Los Angeles RCAG site at Cedar City.

With these complicated switching requirements in mind, Ralph Mortensen designed and built an instantaneous, remotely-controlled relay switching panel controlled

(Continued on Page 7)

Major Plan Is Prepared To Combat Air Piracy

WASHINGTON—The Department of Transportation and the FAA have been assigned a major role in a comprehensive program to combat the menace of air piracy. Among other things, the program, announced recently by the President calls for placement of specially-trained, armed Government personnel aboard U. S. commercial airliners. (See related article below.)

Other measures directed by the President to meet the threat of airplane hijacking included these:

- Making anti-sabotage training available to airlines personnel.
- Extending the use of electronic surveillance techniques to all gateway airports in the U. S.
- Accelerating efforts of Federal agencies, including DOT, Treasury, Defense, the CIA and the FBI, toward development of aircraft security measures including new methods for detecting weapons and explosive devices.

More Data Required

- Intensifying efforts of Federal agencies to assemble and evaluate all useful intelligence which would facilitate passenger surveillance and disseminating such information to airlines and law enforcement personnel.
- Determining whether certain metal detectors and X-ray devices now available to the military could provide immediate improvements in airport surveillance efforts.

The President pointed out that some foreign airlines which have been particularly susceptible to hi-

(Continued on Page 7)

Agency Names Directors for New Regions

WASHINGTON — Appointment of regional directors for the four new FAA regions currently in the process of being established has been announced by Secretary of Transportation John A. Volpe and Administrator John H. Shaffer.

Ferris J. Howland, Deputy Director, Air Traffic Service, will head the new Boston Region.

Lyle K. Brown, Director of the Alaskan Region, will head the new Chicago Region. His successor in Alaska is Jack G. Webb, who was NAFEC Director.

Mervin M. Martin, who was Director, Systems Maintenance Service, will be Regional Director at Denver. Christian B. Walk, Jr., Deputy Director of the Aeronautical Center will head the Seattle Region.

Further details, and photos of the new directors will be published in the next issue of "FAA Horizons."

Job Applications Pour In For Air Security Positions

WASHINGTON — Announcement that the Government is beginning a program of placing specially-trained, armed security personnel aboard U. S. commercial airliners brought the FAA a flood of applications from persons seeking airline security positions.

At present, the agency is filling such positions by using Federal law enforcement agents from other Government agencies and from the military. Plans for hiring other qualified personnel are contingent on passage of amendments to the recently-enacted Airport-Airway legislation and the Federal Aviation Act.

Until the amendments, which have been rushed to Congress, have been passed, the agency is unable to accept applications for the security jobs. If the bill passes, the Civil Service Commission will announce qualifications, pay scales and hiring details.

The amendments provide that the Secretary of Transportation be given express, permanent authority to establish full-scale security service on selected U. S. air carrier flights. The legislation makes provisions to give these officials the same authority to carry arms and make arrests as is now possessed by U.S. Marshals.

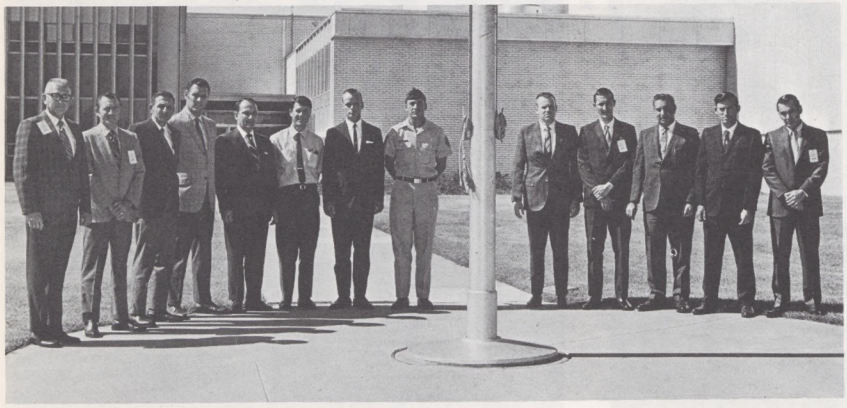
To pay for the new service, the amendments provide for an increase in the Aviation User tax. As originally sent to the Hill, the amendments propose that the eight percent ticket tax for domestic flights be increased to 8.5 percent and that the $3 head tax on international flights be increased to $5.

These changes are expected to raise $28 million during the remainder of the fiscal year. The full-year revenue increase is expected to run about $50 million. This is about the amount it will take to keep a force of 2,500 guards on the job.

The proposals sent to Congress also authorize the use of Airport-Airway Trust Fund monies to fund the program.

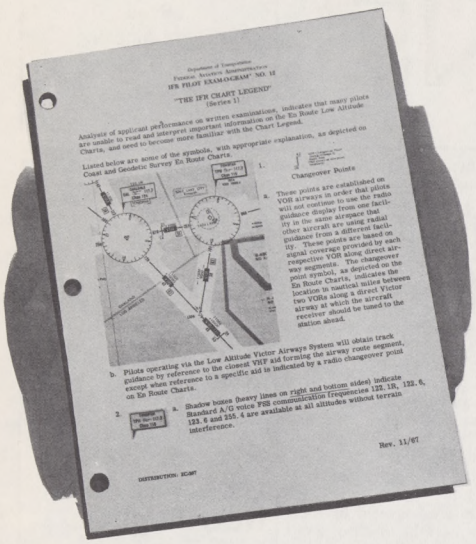
Reflecting the seriousness with which Congress views the hijacking threat is the fact that the Senate Appropriations Committee scheduled hearings on budgetary portions of the amendments as soon as they were submitted.

Also, the House Ways and Means Committee acted immediately on tax and trust fund portions of the proposals.



Better Communications

Employee communications got a boost recently with a one-week workshop at the Fort Worth ARTC Center for the members of the Southwest Region Controllers' Operations-Procedures Committee (COPCOM). The group's purpose is to promote better communications between controllers and Headquarters. Attending were (from left to right) Duane Murphy, Roswell Tower; Rob Conway, Research and Development, Washington; James Larwood, Fort Worth-Meacham Tower; Tom Litzinger, Houston ARTC Center; John Mydlow, Austin RAPCON; Doug Payne, Fort Worth ARTC Center; William Gilbert, Corpus Christi NAS; William Boatman, Sheppard AFB; Russell Bearly, Albuquerque ARTC Center; Norman Parker, Chase NAS; Bob Binder, Air Traffic Service, Headquarters; Jim Warneke, Fort Worth ARTC Center; and Joe Kemp, New Orleans RAPCON/tower.



Department of Transportation
Federal Aviation Administration
IFR FLIGHT EXAM-O-GRAM® NO. 11
"THE IFR CHART LEGEND"
(Series 1)

Analysis of applicant performance on written examinations, indicates that many pilots are unable to read and interpret important information on the En Route Low Altitude Charts, and need to become more familiar with the Chart Legend.

Listed below are some of the symbols, with appropriate explanation, as depicted on Coast and Geodetic Survey En Route Charts.

1. Changeover Points

a. These points are established on VOR airways in order that pilots will not continue to use the radio guidance display from one facility in the same airspace that other aircraft are using radial guidance from a different facility. These points are based on signal coverage provided by each respective VOR along direct airway segments. The changeover point symbol, as depicted on the En Route Charts, indicates the location is nautical miles between two VORs along a direct Victor airway at which the aircraft receiver should be tuned to the station ahead.

b. Pilots operating via the Low Altitude Victor Airways System will obtain track guidance by reference to the closest VHF aid forming the airway route segment, except when reference to a specific aid is indicated by a radio changeover point on En Route Charts.

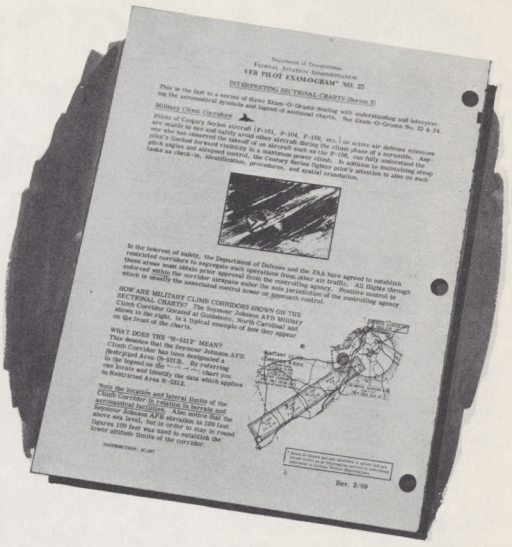
2. a. Shadow boxes (heavy lines on right and bottom sides) indicate Standard A/G voice FSS communication frequencies 122.1R, 122.6, 123.6 and 255.4 are available at all altitudes without terrain interference.

Rev. 11/67

DISTRIBUTION: EC&T

More than a hundred thousand pilots keep up-to-date on flying procedures by receiving new Exam-O-Grams published at the FAA Aeronautical Center in Oklahoma City. The VFR series (sample page at right) numbers 35 separate units totaling 105 pages; the IFR series (sample page at left) has 27 separate Exam-O-Grams totaling 78 pages. Aim is to clarify points not clearly understood, as evidenced by analyzing questions most often missed on FAA exams.

Those Amazing Exam-O-Grams



Department of Transportation
Federal Aviation Administration
VFR PILOT EXAM-O-GRAM® NO. 25
INTERPRETING SECTIONAL CHARTS (Series 3)

This is the last in a series of three Exam-O-Grams dealing with understanding and interpreting the aeronautical symbols and legend of sectional charts. See Exam-O-Grams No. 23 & 24.

Military Climb Corridors

Pilots of Category Series aircraft (F-101, F-104, F-105, etc.) on active air defense missions are unable to see and hardly avoid other aircraft during the climb phase of a scramble. Any one who has observed the takeoff of an aircraft such as the F-106, can fully understand the pilot's limited forward visibility in a maximum power climb. In addition to maintaining steep pitch angles and assigned control, the Century Series fighter pilot's attention is also on such tasks as check-in, identification, procedures, and spatial orientation.

In the interest of safety, the Department of Defense and the FAA have agreed to establish restricted corridors to segregate such operations from other air traffic. All flights through these areas must obtain proper approval from the controlling agency. Positive control is enforced within the corridor airspace under the sole jurisdiction of the controlling agency which is usually the associated control tower or approach control.

HOW ARE MILITARY CLIMB CORRIDORS SHOWN ON THE SECTIONAL CHARTS? The Seymour Johnson AFB Military Climb Corridor (located Far Goldsboro, North Carolina) and

WHAT DOES THE "B-5212" MEAN?
This denotes that the Seymour Johnson AFB Climb Corridor has been designated a [illegible] Area (B-5212). By referring to the legend on the ---- chart you can locate and identify the data which applies to Restricted Area R-5212.

Note the lateral and lateral limits of the aeronautical [illegible] in relation to terrain and Seymour Johnson AFB. Also notice that the above sea level, but in order to stay in round figures 100 feet was used to establish the lower altitude limits of the corridor.

INSTRUCTION: EC&T

Rev. 2/69

Back in 1960, the chief of the Flight Standards Operations Branch at the Aeronautical Center, L. E. (Tex) Brookings, noticed that certain questions on pilot examinations were most frequently marked incorrect in exams studied over a period of time.

It became obvious that students were having particular difficulty with certain aspects of the tests.

Brookings decided the answer was to explain these matters in readable language and to present the explanations with clear illustrations that could be readily grasped by students and pilots.

That's how Exam-O-Grams were born.

The decision was reached to issue each Exam-O-Gram as an information sheet complete unto itself. Each is prepared for the private pilot level flyer and covers techniques and procedures conducive to safe flight.

Exam-O-Grams are issued on 8 by 10½ inch sheets and three-hole-punched for those who wish to place them in loose leaf binders.

At present the collated VFR series of 35 Exam-O-Grams runs 105 pages. The IFR series of 27 units comprises 78 pages. Collated units are printed back-to-back for the sake of economy. Each individually-mailed new Exam-O-Gram is issued with a half page blank so the space can be used for franked mailing to pilot recipients.

Currently, requests for Exam-O-Grams are being received at the center at the rate of about 500 a week. There are already more than 100,000 names on the Exam-O-Gram mailing list, consisting of approximately one out of every four student pilots and private pilots.

Initially, pilots receive either the VFR or IFR Exam-O-Grams or both. They also receive either or both series in full, sent free—one to a customer—usually based on a recommendation from their instructor that they are valuable learning aids.

Pilots often learn about Exam-O-Grams by coming across them in a commercial textbook on flight instruction. Besides giving FAA's permission to any publisher or person to reproduce Exam-O-Grams, each issuance has the full address of the Operations Branch at the Center where Exam-O-Grams can be obtained free in limited quantities.

A notation explains that the publication is "non-directive in nature and issued solely as an information service to individuals interested in Airman Written Examinations."

George Harlow, Flight Standards Technical Division Chief at the Aeronautical Center, has charge of preparation and publication of Exam-O-Grams.

Exam-O-Grams have played an important role in three agency programs aimed at making pilots safer pilots: Operation Raincheck, Operation Gray Skies, and the "Project 85" accident prevention program. In addition, all certified flight instructors at clinics receive full sets of Exam-O-Grams and need no urging to encourage their students to request that FAA add their names to the mailing list.

Exam-O-Grams have been reproduced for the U.S. Air Force Safety Kit and by many states in their regular bulletins to pilots—among them Iowa, Arizona, South Carolina, Florida, Utah, New Jersey, Nebraska, South Dakota, Missouri and Virginia. They also receive wide dissemination through inclusion in Pan American Airways Flight Information File, the National Pilot's Association Service Bulletin, and in the day-to-day flight and ground school instruction by countless flight instructors.

Unsolicited "fan" mail reflects the wide and varied scope of Exam-O-Gram pilot-readers. They come from every state—from commercial airline companies, from doctors, lawyers, flight instructors, air traffic controllers, Air Force officers, etc., and from India, Canada, Norway, Germany and most other points of the compass. The many nice things volunteered by those extolling the value of Exam-O-Grams are summed up by a quotation from a Washington State flight instructor who wrote:

"Exam-O-Grams . . . outdo, by far, any privately published material on flying and related disciplines. I'm amazed at their content, presentation and conciseness. I'm directing my students to acquire both the VFR and IFR series as a routine part of their learning to fly.

"I'm convinced that the use of them, coupled with the *Instrument Flying Handbook*, the new *Aviation Weather Manual* and the *Private Pilot's Handbook* can only lead to safe, informed and competent flight."

At top, trio instrumental in producing Exam-O-Grams reviews a forthcoming one to clarify the use of aeronautical charts to pilots. Pondering an editorial change are (from left): George Lotz, Airman Examination Specialist; John Patterson, General Aviation Specialist Section, and L. E. (Tex) Brookings, Chief of Operations Branch at the Aeronautical Center. At left, George Harlow (seated), Chief, Flight Standards Technical Division, looks over some of the 500 letters concerning Exam-O-Grams received weekly.

Perseverance Pays Off In Achieving Job Goal

COLUMBUS, O. — Promotions may come easy for some—but Dick Rosebrook's came as a result of determined, persistent effort toward a goal. Rosebrook's promotion from FAA mechanic to FAA pilot proves once again that initiative and motivation can lead to success.

Rosebrook, who is assigned to the Columbus Flight Inspection District Office, was formerly an airplane and engine mechanic at the secondary aircraft maintenance base here.

His first flight was at the age of five, when his father hesitatingly gave him an airplane ride at the same field where Rosebrook now works. Since then, the youngster's eyes have been turned skyward.

A Pilot at 16

He obtained his pilot's license at the age of 16, paying for instruction by working at the airport in his free time.

In the Navy, Rosebrook served as a mechanic and flight engineer with Air Transport Squadrons in the Pacific. While stationed in the Hawaiian Islands, he bought an airplane and used it to visit the entire island group and build up his flight time.

After his four-year service enlistment, he enrolled at Ohio State University, but soon changed his course from business to aviation. Later, he enrolled in a co-pilot-mechanic course at the Spartan School of Aeronautics at Tulsa.

Soon after graduating from Spartan, he was hired as a mechanic at the then CAA Aeronautical Center in Oklahoma City.

Rosebrook's visions of flying as a pilot with the CAA-FAA seemed distant then, so he bought another airplane and gained additional flight time. He then joined the newly-formed FAA Flying Club at the Aeronautical Center, where he worked on the club's maintenance team and served as flight instructor before transferring to the Eastern Region's Secondary Aircraft Maintenance Base at Columbus.

Once there, he joined a Government employees' flying club where his wealth of aviation knowledge and experience were promptly recognized by other club members, who named him club president. The months that followed gave Rosebrook many opportunities to improve his proficiency—and he took advantage of them.

FAA's technical eligibility requirements for flying jobs mounted as the young pilot's qualifications increased. However, he was able to qualify as a pilot through the Career Development Program and when a vacancy at the Columbus FIDO developed, he was selected for the position of airspace inspection pilot.

The moral of Rosebrook's story: keep looking skyward, put your best foot forward and you, too, can climb the ladder.

Mechanic to Pilot

Dick Rosebrook (on steps), who was promoted from mechanic to pilot recently, gets ready to depart on first mission as co-pilot. Here FIDO Chief Harry Brewer presents him with a Flight Inspection Manual.

'Long-Timers'

Two FAAers in the Western Region who were recognized at the recent FSS 50th Anniversary luncheon as the oldest-in-service flight service station specialists were given handsome scrolls. At left, Leah Liersch, from San Diego FSS, receives scroll from Deputy Director Lee Warren. At right, Ray Tucker, Chief, Imperial FSS, receives his scroll.

Special Program Honors FSS 'Oldtimers'

LOS ANGELES — Guests of honor at the recent FSS 50th Anniversary luncheon here were the oldest-in-service male and female FSS specialists—Leah Liersch of the San Diego FSS and Ray Tucker, chief of the Imperial, Calif., FSS.

The backdrop for the special anniversary program, held in the regional office cafeteria, was a huge wall mural of the Rocky Mountains —a mountain range that proved such a challenge to air mail pilots served by FSS pioneers and early Federal radio stations.

Several hundred pictures of early day aviation and radio station activities, provided by Dale Heister and the Los Angeles FSS, lined the walls. Also displayed were examples of radio equipment of bygone days, provided by John Hesla and the Airway Facilities Division.

Even the cafeteria menu called attention to the region's three original air mail stations. Featured were Rock Springs Soup, City Roast Beef with Salt Lake Gravy and Elko Burgers.

Among honored guests introduced by master of ceremonies Paul McAfee of the Air Traffic Division was Mrs. Lauretta Foy, Chairman of the FAA Women's Advisory Committee on Aviation.

During the program, a letter from Governor Ronald Reagan was presented to Deputy Director Lee Warren by Joe Crotti, director of California's Department of Aeronautics. On behalf of the people of California, the governor expressed appreciation to FSS personnel for their services to the California aviation community.

Arrangements for the unique luncheon were directed by Walter Moon, chief of the Management Analysis Division and chairman of Civilair, the region's employee organization.

Vintage Equipment

Old radio equipment, including a "bread-board" crystal set and an early version of the then modern "tube type" radio, was on display at Western Region FSS Anniversary luncheon. A microscope also showed viewers printed circuitry used in present day equipment in contrast. The equipment was supplied by John Hesla and the Airway Facilities Division.

Airport in New York Receives Agency Special Award

SKANEATELES, N.Y.—An airport with a rural-vacation area setting started here a few years ago with a sod runway, has received FAA's Beautification Award.

Now an active commercial field, Empire Aero Services Airport has become the third airport in the east to receive the award.

Airport owner A. S. Wikstrom received the FAA certificate of commendation from Vincent Scarano of the Boston Area Office.

The award cited the airport for being a "keystone of civic pride and hospitality, warranting the admiration and appreciation of all who pass through its gates."

The prize-winning airport started in 1947 when owner Wikstrom, who is active in the construction business, graded out a 2,300 east-west sod strip. He had a Navy SNJ Advance Trainer at the time and operated from the original strip without a hangar.

A small hangar was built in 1949, additional planes were added, the runway was paved and extended and a new north-south 3,400-foot runway was built.

In 1961, a maintenance facility was established for outside aircraft, the field was opened to the public and Empire Aero Services was formed.

An instrument-controlled approach procedure has been established for the Empire Airport tied in with Syracuse.

Airports at Nantucket and Cuyahoga County (Cleveland) are the only others in the 16-state Eastern area to receive the FAA beautification award.

The FAA took the lead in stimulating airport beautification programs in 1965 with the belief that well-kept facilities help improve operational efficiency.

Beautiful Airport

When Empire Aero Services Airport, Skaneateles, N.Y., received the FAA Beautification Award, on hand for the ceremony were (from left): James Messenger, general manager; Vincent Scarano, senior planning engineer from the Boston Area Office; A. S. Wikstrom, airport owner; Congressman James E. Hanley, and Gomer Games, Chief Rochester GADO.

HORIZONS

FAA HORIZONS, the official employee publication of the U.S. Department of Transportation, Federal Aviation Administration, is published biweekly by the Employee Information Division, Manpower and Planning Staff, under the Associate Administrator for Manpower, FAA, 800 Independence Ave., Washington, D.C. 20590. Telephone: 962-7848. Articles of general interest to employees should be submitted directly to Regional FAA Public Affairs Officers: George Fay, Alaskan Region; Robert Fulton, Eastern Region; Jack Barker, Southern Region; Joseph Frets, Central Region; K. K. Jones, Southwest Region; Eugene Kropf, Western Region; George Miyachi, Pacific Region; Edwin Shoop Jr., NAFEC; and Mark Weaver, Aeronautical Center.

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

Well Done

Summer aids at Eastern Region headquarters worked very commendably according to the region's Summer Employment Program Coordinator, Anne Rubino, (front row, second from right.) Joining her in wishing the group continued success are Deputy Regional Director Wayne Hendershot (right) and EEO Specialist Earl Ginyard (left).

Air Travel Role Cited In Anti-Pollution Fight

By Robert McCann

WASHINGTON—If rush hour commuters could travel from suburban areas to downtown business sections in currently available aircraft, they would generate only one-eighth the air pollution emitted now by their private automobiles. All that would be needed would be to have a general aviation airport convenient to downtown to make the commuting possible.

The findings about pollution came from a study completed by the Center of Transportation of the Eagleton Institute of Politics at Rutgers University at the request of the FAA and was conducted in Connecticut, New Jersey and New York. Purpose of the study was to determine how much air pollution could be reduced by carrying those automobile passengers who prefer aircraft travel in a city-to-city service. Commuter travel studied for this report was between such cities as New Haven, Conn., Newark, N. J., and White Plains, N. Y., and downtown Manhattan.

Researchers found that in the morning and evening rush hours 40 tons of pollutants emitted by commuters' automobiles could be reduced to five tons if they would commute by aircraft instead. The number of commuters who would voluntarily change from automobile to aircraft, if such a service were available, had previously been determined to be approximately 30 per cent by the Rutgers group.

DOT Secretary John A. Volpe said the study was in direct line "with the policy of the Department of Transportation to continually search for ways to eliminate environmental pollution and continue to serve the nation's transportation needs."

Administrator John H. Shaffer said the study was undertaken by Rutgers at the FAA's request "in an effort to provide feasibility data for future air expansion into the metropolitan area and its effect on the environment." Shaffer said the study was to compare automobile and aircraft engine emissions of hydrocarbons, carbon monoxide, nitrogen oxides, and particulates.

The study concluded that carbon monoxide levels generated by high density aircraft commuter operations, using floating airports constructed of concrete in the Hudson and East Rivers, would be significantly lower than the present ambient rooftop levels currently measured in Manhattan.

Rutgers researchers also studied the daily automobile travel from the same New York satellite cities to the three major airports serving the area, Newark, LaGuardia, and Kennedy International. The findings showed that total daily reduction in air pollution would be about eight tons if air transportation were provided and used exclusively.

Recognition Goes To 4 Controllers In Plane 'Saves'

READING, Pa.—Two controllers from Reading Tower and two from the Allentown Combined Station/Tower have received Eastern Region's "We Point With Pride" plaques from Walter Buechler, Chief, Operations Branch, Air Traffic Division.

Honored for an aircraft save were Charles Guensch and Julius Smilko, of Reading Tower and John Yurko and Robert Nichols of the Allentown facility.

Guensch and Smilko teamed up to talk down to a safe landing a student pilot who became lost in a snow shower and was low on fuel. It took them some 20 minutes to calmly and expertly guide the novice airman over the airport, where he made it down to the ground with hardly any fuel remaining.

Yurko and Nichols performed almost the same kind of service for a pilot who encountered icing conditions, bad weather and a fuel problem while en route from Augusta, Me., to Allentown. The aircraft, a Cessna 172 with four people aboard, eventually made a deadstick landing at Allentown, having run out of fuel while over the airport. The fact that the plane reached the airport was attributed to the skillful efforts of Yurko and Nichols.

Fine Summer Work

For the outstanding job Kristi Morris (left) did in Personnel Relations work in the FAA Regional Office in Anchorage, she recently received a cash award and Certificate of Achievement from Branch Chief Jim Walton. Until recently Walton worked at Washington Headquarters.

RBDE Contract Is Awarded

By David Hess

BALTIMORE, Md.—A $1,143,633 contract from the FAA has been awarded to the Westinghouse Corporation's Defense & Space Center to produce 200 radar bright display equipment (RBDE) units for use in en route air traffic control. Westinghouse was one of nine companies submitting bids for production of the displays.

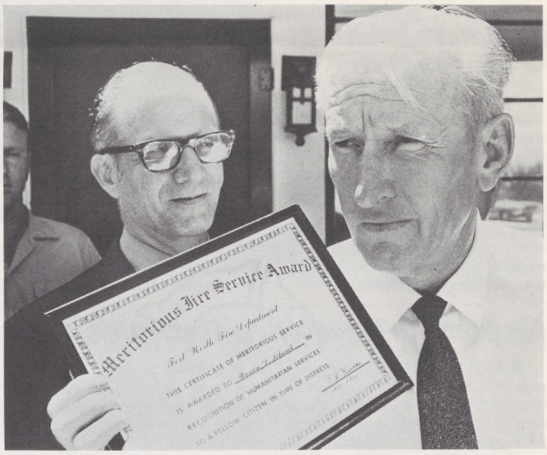
Delivery of the new displays to 13 of the agency's air route traffic control centers is scheduled to be completed within 16 months. The new equipment will enable the agency to meet the increased air traffic volume forecast and increase the efficiency of air traffic controllers at these centers.

Incorporating solid state circuitry and other technical improvements, the new displays will provide brighter and clearer television-type pictures on 22-inch screens enabling a controller in a lighted room to identify and track aircraft "blips" across radar scopes with more ease. The new equipment, also, will require less maintenance.

Administrator John A. Shaffer said, "With the additional displays at the centers, the FAA can proceed with plans to adjust the size of some sectors within an area covered by an ARTCC and thus reduce the number of airplanes under the control of a controller at any one time.

"Upon delivery of all the displays," he said, "the FAA will near its goal of providing radar displays required at air traffic control positions. Presently, under some conditions, air traffic controllers responsible for two positions at a center are required to use the same radar display."

The radar displays are the first to be purchased by the FAA for en route air traffic control since the mid-1960s. ARTCCs to receive the equipment are located near New York City, Washington, D.C., Boston, Memphis, Atlanta, Chicago, Minneapolis, Kansas City, Mo., Indianapolis, Ft. Worth, Albuquerque, Denver, and Los Angeles.



Honored for Heroism

Warren D. Schenck (right) receives the Fort Worth Fire Department's meritorious award for rescue of an invalid man from a burning home.

FSS Chief 'Got Involved,' And Saved Life of Invalid

FORT WORTH—An FAA employee visiting in Fort Worth has received the Fort Worth Fire Department's first award for "meritorious service."

Warren D. Schenck, Chief, McComb, Miss., FSS, was recently given the award by Fire Chief R. L. Himes. Chief Himes said the award is given "to people who take the time to get involved."

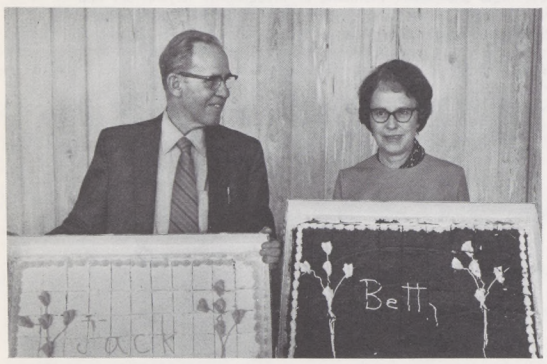
And that is what Schenck did. His "getting involved" saved a life

Schenck was visiting his sister when a neighbor rushed into the house shouting that the house next door was on fire.

While his sister called the fire department, Schenck raced next door, hoping to remove some furniture. Told that an invalid was trapped inside, he entered the house and was guided to the invalid by cries for help.

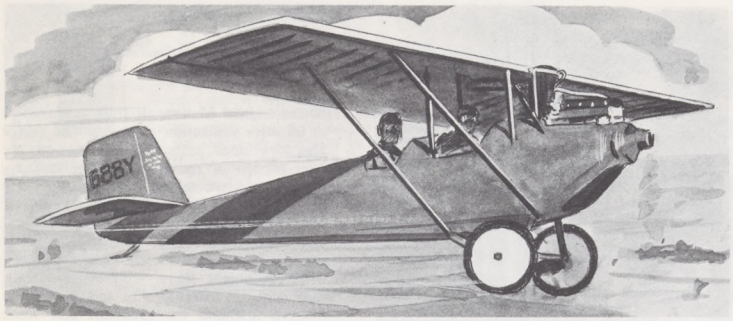
"The smoke was stinging my eyes so I couldn't see anything, but I could hear the man's yells," Schenck said. "I don't know how, but I found him and tried to drag him out. It took a long time but we finally made it outside."

Of the award Schenck said, "All this isn't necessary. Anyone would have done the same thing; I just happened to be there at the right time."



His and Her Cakes

When Betty and Jack Turner, Federal employees with 36 and 33 years of service respectively, retired the end of July from their jobs at Washington National Airport, each got a farewell cake. Betty was chief nurse at the FAA First Aid Station; Jack was administrative officer in the office of the Chief of Engineering and Maintenance.



All in an Area Office Representative's Day...

Pitted Against the Pietenpol

By Thom Hook

As Assistant Manager of FAA's San Francisco Area Office, Donald E. Pearson manages a wide spectrum of activities that fall within the scope of a regional office, only more concentrated. In his 29 years with the agency, Pearson has from time to time known the pressures of management responsibilties, but recent duties wedged him into the tightest spot of his career—and he enjoyed every minute of it.

As official representative of the Area Office to the Annual West Coast Antique Fly-In at Merced, Calif., Pearson was mingling with 25,000 visitors to see the nation's finest vintage planes and to monitor the quality of workmanship that keeps the old birds flying safely. Pearson received an unexpected invitation to see for himself about the virtues of an authentic Pietenpol "Air Camper" on display there.

There it stood in front of him, a snappy red homebuilt with yellow wings, designed in 1930 by Bernard H. Pietenpol of Spring Valley, Minn. About the only difference between the plane and the original design appeared to be the use of a modified Ford "B" engine of 62 h.p. instead of the Model "A" engine of 40 h.p. called for in the published plans.

"Why not?" Pearson thought. So he borrowed a helmet and goggles for the occasion. He pulled. He tugged. And, finally he got into the Pietenpol. He found it typical of 1930-style homebuilts—worthy of being approached and handled as a plane with a mind of its own.

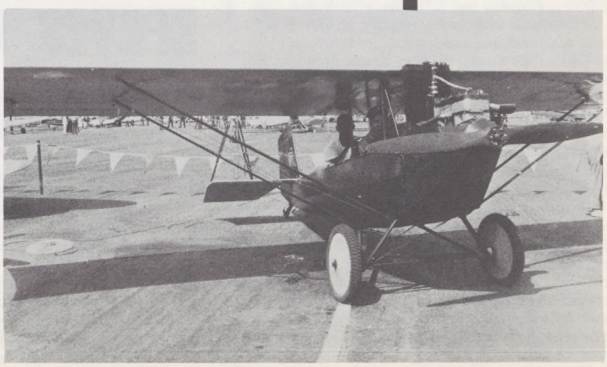
"After all, Don, old buddy, you were only ten years old when I was in my heyday," the Pietenpol seemed to be saying to Pearson as he got into the cockpit and massaged the wooden frame admiringly. "I've got a tail skid instead of a steerable tail wheel. There are about two dozen of us Pietenpols still flying—even if I myself was resting up in the rafters of a foundry for 20 years before they restored me in 1967."

Pearson discovered that the Pietenpol cruises along snappily at about 70 m.p.h. with its automobile powerplant. Most Pietenpols today are a departure from the Ford conversion and use instead 65 h.p. Lycoming or Continental engines. Some even employ a Corvair powerplant.

Pictures on this page show how Pearson squeezed his six foot tall, 190-pound frame into the Pietenpol.

It may be quite some time before he lets a public affairs man talk him into getting into another antique.

Here's our hero all set for the flight—he's Don Pearson, Assistant Manager, San Francisco Area Office.

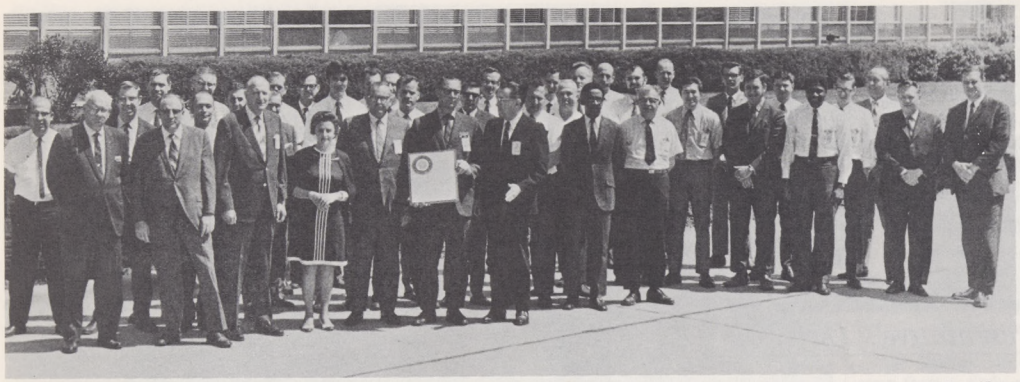


"Now, if we can get this thing started—we're off." (Note the Model "B" modified Ford engine, complete with radiator.)

Back on the ground, the exit problem becomes known and biting the tongue doesn't seem to help.

"No—guess I had better try it feet first." This method finally works.

"Let's see—if I grab this strut maybe I can get out." And he does.



Aurora Airway Facility Sector members are shown at award presentation held at the Chicago Center. The award was presented to Gerry Fasig, Sector Chief by Edward C. Marsh, (right) Director of the Central Region. Others who participated in the presentation include, (from the left, first row), Clem Hendricks, Chicago Airway Facility Office, John F. Wubbolding, Assistant Chicago Area Manager; Paul E. Cannom, Chicago Area Manager; Mrs. Thelma Crook, Sector Secretary, Fasig and Marsh. The sector was named Regional Sector of the Year.

SHARP AF SECTOR SERVES BUSIEST CENTER

The Chicago Center at Aurora is the world's busiest.

On an average day, the center handles 5,000 operations and 7,588 on a peak day.

To support such heavy activity, to assure that technical and mechanical performance is tops at all times, requires a consistently sharp airway facilities sector. The Aurora sector fills the bill.

It came into existence in December 1962 when the Chicago Center moved from Midway Airport to Aurora. Its remarkable record for excellence has brought it national recognition.

Example: when the IBM 9020 computer was installed at Aurora, the agency contract for computer maintenance—at $15,000 per month—was scheduled to continue through April 1970. The sector, through special training and staffing adjustments was able to take over computer maintenance at an earlier date, saving the Government more than $50,000.

Example: an on-the-job training program for computer operators was instituted to prepare operators for formal training. Later, at the Academy, one Aurora trainee scored 100 per cent—the highest grade in the class. Other Aurora trainees scored at least 80 per cent.

Example: when the McCook Long Range Radar, one of the most vital facilities in the National Airspace System, showed signs of imminent failure, the Aurora Sector provided technical performance data which expedited flight check of a temporary antenna system. This timely action precluded the possibility of complete failure of the McCook radar, thus preventing costly air traffic delays.

In addition to carrying out maintenance of a large number of complex electronic and electro-mechanical units in the Aurora Center, the sector is in charge of maintaining a complete RCAG (Remote Control Air-Ground) facility.

Tackling and solving major problems is part of the day's routine at the sector, In an effort to reduce the number of Telco line outages, the sector has been conducting a series of monthly Telco-FAA meetings, which have been highly successful.

Offpeak traffic periods—late evening and early morning hours—were utilized by the sector in a test program to evaluate advantages and disadvantages of conducting RCAG maintenance at such less-busy times. The program has shown that such a maintenance schedule does not conflict with other activities and can be carried out with less pressure to "get back on the air."

Though understaffed during most of 1969, center building maintenance employees maintained a high degree of reliability for all equipment assigned. The figure for 24-hour reliability of equipment is 96.87 per cent for the sector as compared to 96.77 per cent for all regions.

The sector has distinguished itself, also, in its training programs. The failure rate of Aurora sector trainees at the Academy averaged three per cent during 1969. The national average has been seven to nine per cent. During the past year, the Aurora Sector trained 65 new air traffic controllers in effective utilization of radar. The sector also developed refresher training on the finer aspects of radar control for journeyman controllers and crew chiefs. It also carried out a program of cross-training of center technicians and remote site technicians. Radar site and RCAG technicians were invited to the center for familiarization with equipment there. Center technicians were sent out to radar sites and RCAGs to observe firsthand the problems and work situations confronting remote site technicians.

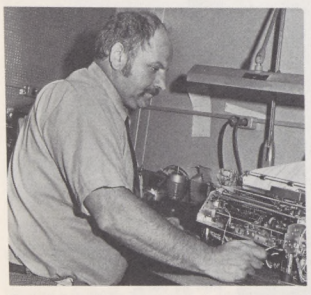
"Working relationships at the Aurora Sector are excellent," said Edward C. Marsh, Central Region Director. "Overtime is minimal. Good maintenance records are kept. Modifications are implemented promptly. The fact that 26 sector employees amassed a total of 29 awards, including letters of appreciation and commendation, Special Service, Quality Within Grade and SSPs, speaks to the high productivity, quality and morale prevalent within the Aurora Sector."

Recent technical contributions by the sector include a suggestion for modification of power control switching equipment to eliminate false starts of standby engine generators. Sector personnel also provided the mathematical and technical expertise to develop direct route processing of flight plans by computer, enabling controllers to determine the distance and direction of aircraft with reference to navigational and geographical fixes. The system defines the point at which flight paths enter and leave the boundaries of the Aurora center, facilitating coordination with adjacent facilities.

To provide the tighter tolerances on air conditioning and humidity controls required by the IBM-9020 computer, the sector originated special techniques for adjusting and checking each air handling unit in the building.

Taken together, the sector's achievements can be aptly described in one word: sharp.

Aurora Sector Manager Gerry Fasig, (left), discusses some of the problems of expansion with Resident Engineer Jim Jurnstat. The Center is constructing a new wing.



Technician Theodore Mushchia keeps 1052 strip printing machines in good working order at the busy Chicago Center.

PERSONNEL ROSTER FOR AURORA AFS

The personnel roster of employees of the Aurora AFS follows: Sector Manager Gerry L. Fasig, Assistant Sector Manager Edgar G. Grebe, Evaluation and Proficiency Development Officer Karl P. Selboe, Secretary Thelma G. Crook, Clerk-Steno Dianne M. Ries, General Supply Specialist Hubert L. Reynolds, and the Sector's Supply Clerk, Frank J. Sekach.

Crew Chiefs at the Sector are Donald K. Duncan, Carl M. Millard, Willie J. Baker, Donald E. Powell and Lloyd H. Yepsen. Technicians-in-Depth include Frank M. Tindell and Robert S. Newman. ET Radar personnel are Henry B. Countryman, Thomas A. Ashby, Arthur A. Corbin, Winslow E. Balluff, Harry A. Poffenbarger, Laverne A. Gunderson, Eston D. Shipler, Bernard E. Wernli, Malcolm C. Lockhart, Robert L. Hess, Richard C. Kosobud, Billy E. Stephens, Edward A. Skoog, George McCalla, Lewis Adams, Robert K. Norden, Bradley W. Bowen, Roy L. Seyferth, E. L. Broadnax, O. Holtsclaw, F. Rittenhouse, R. M. Stebbins, J. R. Williams and V. E. Burnett. ET Radio personnel include Joseph D. Hartman, Albert R. Kennedy, Donald A. Menke, John S. Mroszczak, David L. Withaar, Frederick A. Rudd, George V. Tencza, Frank A. Anderson, Wayne E. Roisum, Albert Espinosa, Joaquin A. Castrejon, Samuel Furr, S. L. Fudaley, Harry O'Neil, J. H. Grant, M. A. Hagen and G. Cymbalist.

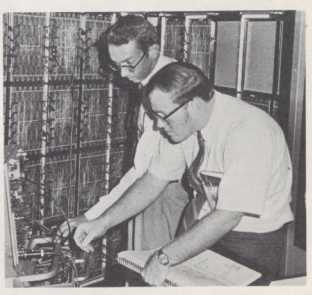
Systems Engineers are Melvin O. Schwaegler, Melvin E. Scholine, Gerald B. Cook, Walter E. Ryness and Billy E. Sullivan; Assistant Systems Engineers are LaMoyne J. Post, Albert J. Hoss, Ronald M. Peters, Wilfred V. Pille, Rudolf C. Sharp and Herbert M. Hopper.

Computer Crew Chiefs include James H. Van Ekeren, Peter J. Banahoski, Conrad R. Gregg, Wilbert Kemp and John E. Wright; Computer Technician-in-Depth is Frank Vidmar and Melborne D. Chapman is Diagnostic Specialist. Computer Technicians are Cortin M. Casselman, William P. Paschen, George L. Nye, George W. Adams, Michael A. Van Boekel; R. J. Glazer, R. B. Browder, M. Rodericks and R. W. Schneider. Input/Output Technicians are Salvatore R. DiMaggio, Carl G. Beeler, Robert A. Komora, Ronald H. Steward, H. E. Champen, S. P. Gavin, Michael Cox, M. J. McMahon, Robert G. Treece, Theodore Musachia, John J. Toth and Robert M. Steck. Computer Operators are Daniel F. Schramer, Donna L. Stiegleiter, Donna K. Pickard and James E. Gordon.

The following personnel are no longer at Aurora, but did serve there during 1969: William Adomaitis, John W. Casey, Richard L. DeBow, Lyle R. DeRousse, Richard H. Dehn, Lyle D. Gerdes, Jackie A. Hackett, James E. Higgins, Robert E. Hodge, George R. Jones, James E. McKeehan, Rita C. Neiswinter, Leno A. Sonna, Richard D. Stansbury and Robert D. Walworth.

Edward L. Dodd is Building Superintendent and Building Engineers are Russell S. Brinker, Charles R. Johnson, Robert C. McDonald, Clyde M. Wagner, Earl A. Von Behren and Harvey Birr.

Building Manager Ed Dobb keeps a regular record of engine generator performance at the world's busiest air traffic control center. Housed in a separate building, the generators create enough noise to require technicians to wear protective ear-covers.



Technicians Robert Komora, (rear) and Michael Cox check some of the thousands of circuits in the center's 9020 computer.

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: Is it legal for a supervisor to schedule himself for overtime duty at a control position when qualified journeymen controllers are available? When overtime is necessary on a holiday, is it legal for a supervisor to work instead, thus drawing holiday pay? Is it legal for a chief of a level one facility to schedule overtime for himself when compensatory time could be utilized?

Answer: Yes, to all three questions. If qualified to work the control position, the supervisor may elect to work himself rather than call in one of the controllers. Higher authority, however, must determine whether any compensation will be given the supervisor for overtime work. If he is to be paid, he may be given compensatory time off or overtime pay in accordance with PT P 3550.11.

Question: Three supervisors of almost equal interest, talent, ability and background work at the same facility. The facility chief consistently selects one supervisor to attend pilot meetings and various public relations type functions without offering the other supervisors the same opportunity. Do you consider this action a form of discrimination or favoritism?

Answer: No. A supervisor is responsible for accomplishment of responsibilities assigned to his unit in the most effective manner possible. He may choose to assign the work in the manner you describe. However, Civil Service Commission regulations and agency policy preclude use of the experience gained in such assignments as the basis for non-competitive promotion if the position is reclassified to a higher grade based on such assignments.

Question: The film "Flight Service Station" was withdrawn from the film library shortly after it was released for public showing. Can you explain why and advise whether it will be released again for public showing?

Answer: This film was withdrawn to add a new sequence designed to improve the content. It will be released again for public showing after the new sequence is added.

Question: An employee presents a paper or speaks to an outside group by invitation, on his own time but is paid mileage for using his own, rather than a government vehicle. Is it legal for him to accept a cash gratuity for making his presentation?

Answer: If the presentation is made as a part of the employee's official duties, he may not accept outside compensation or expenses for the undertaking. This point is covered in Part 99 of the Rules and Regulations of the Department of Transportation, section 99.735-11 (d).

Question: In 1962 when the FAA district offices were enlarged, the electronics engineer positions were GS-855-12 and the journeyman technician grades were GS-8 and GS-9. Now, in the Southern Region, journeyman technicians are GS-11 and GS-12 but engineer positions (assigned to Area offices) are still GS-12. These engineers evaluate facilities where the echelon of supervision ranges between GS-13 and GS-15. The Southwest Region upgraded GS-855-12 positions as of May 31, 1970. Is any action planned to upgrade them in the Southern Region?

Answer: You should contact your supervisor regarding any plans that your region may have for upgrading these positions. GS-855 positions must be graded in accordance with classification standards issued by the Civil Service Commission. The CSC is currently studying GS-855 series allocation standards to determine whether or not they need revision.

Question: Personnel going to the Aeronautical Center are allowed three days in travel. Should these three days be work days or am I required to travel on my regular days off? I work the basic administrative workweek—8:30 a.m. to 5 p.m. Monday through Friday.

Answer: According to regulations, travel should be scheduled so that, to the maximum extent practicable, employees will perform official travel during normal duty hours. This provision recognizes that it is not always possible for an agency to schedule employees' travel during regular duty hours. Therefore, employees may be required to travel during non-duty hours (or on regular days off) to attend training or other activities when the starting and ending dates and times preclude travel during duty hours. In addition, regulations issued by the Civil Service Commission specify when an employee can be paid for the time spent in traveling outside his tour of duty and away from his official duty station. The situation you describe is covered specifically in the Commission's regulations, and is cited in Example 1 of the Appendix to Agency Order 3550.9, Overtime Pay for Travel Performed Outside the Regularly Scheduled Tour of Duty. When a training course is scheduled by an executive agency of the Government, it has been determined to be an event which can be scheduled or administratively controlled. Travel performed outside an employee's regularly scheduled tour of duty is not duty status. You may be required to travel to attend training at the Aeronautical Center on your regular days off, and the time spent in traveling is not duty status for pay purposes. In 1969, scheduling for Academy courses was revised to provide, insofar as practical, for travel to and from courses to be accomplished during normal duty time.

Piracy

(Continued from Page 1)

jacking have been successful in coping with piracy attempts. "We want to learn all we can from their experience," the President said.

The Chief Executive called on the international community to take joint action to suspend airline service to those countries which refuse to punish or extradite hijackers involved in international blackmail. He also urged convening of immediate emergency meetings of the United Nations Security Council and the International Civil Aviation Organization (ICAO) to take up the problem.

The major responsibility for implementing key portions of the anti-hijacking program rests with the FAA's newly-formed Office of Air Transportation Security headed by Carl F. Maisch.

The new Office, which replaces the Office of Investigations and Security, is charged with developing and implementing a comprehensive program of deterrence. The thrust of the Office's efforts will be concentrated on combatting aircraft hijacking and other air transportation security problems.

The work of the new Office entails close cooperation with other Government agencies, law enforcement bodies and the aviation industry. The Office will also monitor worldwide research and development efforts in its program of perfecting effective technical countermeasures to hijacking.

'Drama'

(Continued from Page 1)

in and this was one airport still open.

From then on, Charles was busy broadcasting the current weather and runway information over the radio range, relaying on the teletypes and coordinating over the telephone. The situation became more tense because there was no acknowledgement from the TWA pilot. Static was heavy, and Charles figured the pilot must be having his hands full navigating on the radio range; so he continued working.

Flood lights were turned on, radio signals were given continuously and Charles tuned up the spare transmitter and held it in readiness in the event the main transmitter failed. About 9 a.m., an approaching aircraft was heard, and within minutes the large DC-3 landed and rolled to a stop on the 3,500 foot runway.

Fonda, Furnas Aboard

After the engines were shut down, the crew and passengers came into the Communications Station and breathed sighs of relief. Among them were screen star Henry Fonda and J. C. Furnas, who five years earlier had written the classic *Reader's Digest* report, "And Sudden Death." The pilot reported he had only 15 minutes of fuel remaining on landing—a real life adventure that came close to matching any adventure script Fonda ever did for the movies.

Later, in the fifties, Charles had a hand in assisting two aircraft to a safe landing the same night, and in the sixties, he guided in a Capitol Airlines Viscount that had lost all navigating equipment. But every time he sees a Henry Fonda film over television or at the neighborhood theater, he recalls his part in bringing the TWA DC-3 in to a safe landing, with Fonda aboard, back at Martinsburg, Pa., in 1940.

Shirtsleeves Session

Participants in the first conference and workshop on systems analysis and reporting include Inspectors from the Western, Pacific and Central Regions and from Washington Headquarters.

Prototype SWAP Meeting Scores A New Agency 'First'

LOS ANGELES—Thirty Inspectors — Principal and SWAP — assembled here recently for the agency's prototype conference and workshop on systems analysis and reporting.

Western Region participants were joined by representatives from both the Central and Pacific Regions and by Flight Standard personnel from Washington.

The 40-hour course, chaired by Lloyd Smith of the host region's Management Analysis Division, was specifically designed to aid inspectors in surveilling and appraising general aviation and air carrier systems, procedures and results.

"Participants were unanimous in their praise for the new program and commented that it was the best planned, organized and conducted they had attended," Smith said.

He added that success of this prototype program could lead to similar conference and workshop sessions in other regions.

Participants included: Alfred Anthony, Dave Barr, Raymond Bogart, Gus Connery, John Day, Charles Demaree, Charles Duff, John Grieve, Jack Hall, Phil Hurst, Ross Johnson and Roe Kincannon.

Also taking part were: William Lenehan, Charles Lamm, James Loomis, George MacArthur, Walter McQuillen, Edwin Morey, Maurice Meyerberg, Merrill Nielsen, Bernard Porter, Anthony Rais, John Robertson and Thayer Russell.

Other participants were: Channing Sargent, Vinson Slaiter, Lewis Smith, Lloyd Smith, Jess Speckart, Eldred Steffens, Robert Stone, Karl Thompson, Hoy Washburn, John Winder and Carl Whitman.

Problem

(Continued from Page 1)

via microwave link system.

Now, by flipping a switch, a communications technician at the Los Angeles Center, several hundred miles away, can transfer the complex battery of radio frequencies to Salt Lake City. The frequencies can be fed into the Salt Lake City Center by either microwave relay or Telco landlines. Air traffic control transfer arrangements are accomplished through coordination by watch supervisors at the two centers.

Since the radar presentation is already being fed into Salt Lake City and the Los Angeles air traffic radio frequencies now switched via Mortensen's panel, controllers at Salt Lake City Center are now in a position to accept control of air traffic flying across this high-density transcontinental airway.

This is another example of how technicians of the Airway Facilities Sectors, through their ingenuity, provide vital technical support to the agency and aviation community.

Miniature Light System Designed

STOCKTON, Calif.—A versatile mini-model FAA approach light system designed by Manuel Angel of the Stockton Airway Facilities Sub-Sector was displayed at the National Youth Guidance Center Exhibition held here recently.

The model took three months to design and build. Since its initial display it has been shown at the Palace of Fine Arts in San Francisco during the recent National Transportation Week and at the Kings County Fair in Hanford, Calif.

The entire display is eight feet one inch long, about 18 inches wide, and stands three feet high. The light-tower structures range from the runway surface level to nine inches. The display consists of 70 high-intensity lights and nine sequence flashers.

The high-intensity lamp housings were constructed of ⅝ inch dowel stock, individually cut to ¾ inches long, turned to the present shape and then drilled to enclose a bulb. The high-intensity lamp system operates with a special six-volt power supply that is capable of supplying 11 amperes at their highest intensity setting.

Flasher housings were constructed of wooden squares ¾ by ⅞ inch and house a 28-volt bulb. Sequence flashes are acquired by a specially engineered distributor-rotor and a 28-volt DC motor.

Tower structures are made of birchwood and screen mesh. They are fastened to the table top via hinges, which enable the tower structures to be laid back and down for easy storing or shipping.

Fran Roesch, Stockton Flight Service Chief, and FSS Specialist Carl Ober assisted Angel in the light lane project.

Making their way to the "top of the tower" is the Dale Lehmann family as they visit the tower cab of the new facility.

Controller Lehmann points out an aircraft on final to his family during their visit to the new St. Louis Tower. Giving instructions to approaching traffic is Controller Charles Parsons.

Visiting 'the Place Where Dad Works'

For Controller Dale Lehmann, a trip to the St. Louis Tower is a routine daily excursion.

But for his family, a glimpse of "the place where Dad works" is an exciting event.

Recently, Lehmann's family toured the newly-occupied tower—one that is far more modern and 80 feet higher than the old tower where Lehmann formerly worked.

Especially fascinated were Lehmann's children—David, 2; Linda, 9; Douglas, 13 and Cynthia, 17.

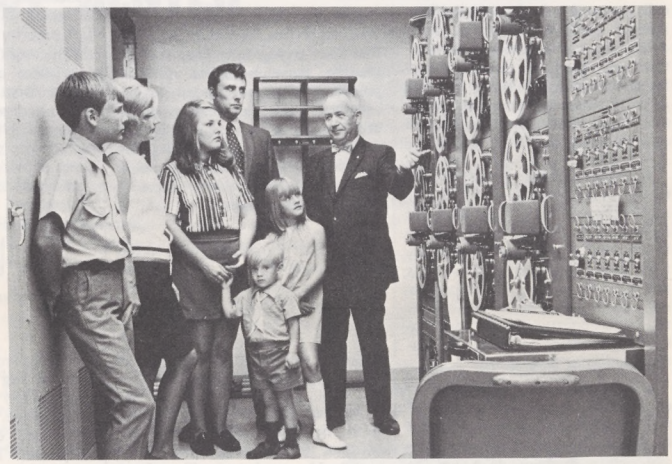
The family's firsthand view of Dad's "office" began with an exterior look at the functional structure's distinctive, clean lines.

But the highlight of the trip, of course, was visiting the tower cab perched atop the structure's shaft, soaring to a height of 120 feet.

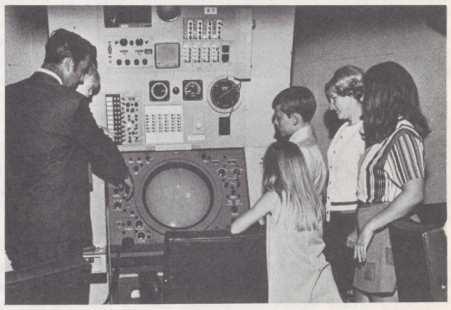
Here they saw in operation the agency's newest communication equipment, including special pushbutton telephones developed for air traffic control facilities. And they were given details on the still-newer equipment planned for installation in the tower: the Automated Radar Traffic Control System—ARTS III.

Visiting "the place where Dad works," members of the Lehmann family found, gave them a better understanding of the important role Dad—and other agency controllers—play in modern aviation.

Seeing professionalism at work in a setting reflecting the best in electronics and architecture, they discovered, can be an exciting and very enjoyable experience.



George W. Fischer, Chief of the St. Louis AFS, demonstrates to the Lehmann family the operation of recorders used in taping communications between controllers and pilots.



Controller Dale Lehmann explains to his family the operation of a 22-inch vertically-mounted radar scope located in the terminal radar approach control room in the new St. Louis Tower.

St. Louis Tower Chief Edmond A. Ramond explains the operation of an FAA airport control tower to Mrs. Lehmann and children as part of their tour of the new St. Louis Tower Facility. Controller Dale Lehmann is shown seated at left.

Members of the Lehmann family meet St. Louis Tower receptionist during their visit.