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HORIZONS

Read
'World Soaring
Championships'
Page 8

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4 Veteran FAAers Given Key Roles

Brown Is Named Chicago Director

CHICAGO — Former Alaskan Regional Director Lyle K. Brown moved south to take over the new Chicago Region. Actually, he was returning to an old stomping ground—before serving in Alaska, he was manager of the Minneapolis Area Office. Also, he is a native of Pearl, Ill.

Situated in the nation's traditional transportation hub, the region boasts two of the agency's busiest facilities. Both the Chicago Tower at O'Hare Airport and the Chicago en route center hold "the busiest" titles in their respective fields.

The large six-state region will take Illinois, Indiana, Minnesota, Michigan and Wisconsin from the Central Region and the state of Ohio from the Eastern Region.

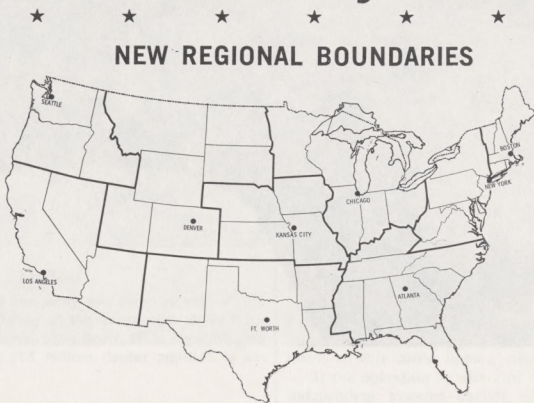
Area Jurisdiction

Currently, Wisconsin and Minnesota are included in the Minneapolis Area; Illinois, Indiana and Michigan make up the Chicago Area Office territory and Ohio is part of the Cleveland Area Office jurisdiction. Present areas will continue to function until the new regional structure is fully established.

Brown was appointed director of the Alaskan Region in 1967 and manager of the Minneapolis Office in 1965.

An Air Force veteran, he began his career in the old Cincinnati Center in 1946. He later became assistant chief of that facility and then assistant chief and chief of the Indianapolis Center. Subsequent assignments included two years as chief of the Operations Evaluation Branch in the AT Division, Central Region, August 1961-1963; Hub Area manager in Chicago, 1963-1964; and chief of the Operations Branch, AT Division, Central Region, 1964-1965.

Brown has set up his temporary Regional Headquarters in the Area Office building at 3166 Des Plaines Avenue, Des Plaines, Ill.



Lyle K. Brown
Chicago Regional Director



Mervyn M. Martin
Denver Regional Director



Christian B. Walk, Jr.
Seattle Regional Director



Ferris J. Howland
Boston Regional Director

Chris Walk Heads Seattle Region

SEATTLE—Christian B. Walk, Jr., former deputy director of the Aeronautical Center, was named to take the helm in the dramatically scenic and rugged northwest sector of the country. The Seattle Region, made up of the mountainous states of Washington, Oregon and Idaho, will be carved out of the Western Region.

The states of Washington and Oregon are in the Seattle Area Office province while Idaho is under the jurisdiction of the Salt Lake City Area Office.

Although the area is sparsely populated compared with Southern California or the eastern U.S. coastal areas, it contains a heavy concentration of aerospace industries, including the huge Boeing complex, which is located in Seattle.

Walk, a former Delta Airline pilot, public school teacher in Hershey, Pa., and flight instructor, joined the agency as chief of the Aircraft Management Division, Flight Standards Service, at Headquarters in July 1960.

After two years he moved to the Eastern Region where he took over as chief of the Flight Standards Division in New York. He held that position until 1965 when he was named manager of the New York Area Office. In June 1969, Walk was selected for the position of deputy director of the Aeronautical Center.

The regional staff is taking over space in the Seattle Area Office. Walk and an advanced party are already at work in the building, situated at Boeing Field on the outskirts of Seattle's downtown area.

Martin Appointed Denver Director

DENVER—Mervyn M. Martin, recently the director of Systems Maintenance Service, was picked to direct the activities of the new Denver Region and has set up his interim headquarters in the Area Office at 10225 East 25th Avenue in the mile-high city.

The six-state region is the highest in the country and beside the grandeur of the scenery, is renowned as a winter sports paradise.

Three of the states incorporated in the new region—Utah, Colorado and Wyoming—are to be cut from the Western Region while the other three—Montana and North and South Dakota—will be taken from the Central Region.

(Continued on Page 7)

Revised Regional Structure Is Announced for Agency

WASHINGTON—Details concerning establishment of four new FAA regions and the appointment of new Regional Directors have been announced by Administrator John H. Shaffer.

Boston Position Goes to Howland

BOSTON—Selected to take command in the new Boston Region was Ferris J. Howland, former deputy director of Air Traffic Service at Headquarters. Enclosing the smallest geographical area, the region will be made up of Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont.

Heavily populated — the area along the coast south of Maine is included in the sprawling eastern megalopolis—a region controlling some of the heaviest traveled air routes in the world.

To be cut out of the Eastern Region, the entire area is now under the jurisdiction of the Boston Area Office. Regional headquarters have been situated, at least temporarily, in the office's building at 154 Middlesex Street, Burlington, Mass., where Howland is already at work with a small staff.

A 29-year agency veteran, Howland has been with the agency since 1941 with time out only to serve in the Air Force in 1944 and 1945. He began his career as an assistant airport traffic controller in the Central Region. He was assigned to Headquarters as an air traffic control specialist in 1956 and was named assistant chief of the Plans Division in 1964.

He then became a program analysis officer in the Office of the Associate Administrator for Programs and then chief of the Test and Deployment Division in the National Airspace Systems Program Office. He was named deputy director of Air Traffic Service in April 1968.

The new regions are being formed in accordance with President Nixon's "standard regions concept," which calls for uniform regional boundaries and headquarters for Federal agencies and departments.

Establishment of the new regional offices is expected to strengthen supervision and control over field operations, speed inter-agency coordination, and make FAA more responsive to the aeronautical needs of local communities. The move is also expected to encourage greater participation by communities in agency programs.

April 1 Deadline

New regional offices are expected to be in full operation no later than April 1, 1971. New regional directors are:

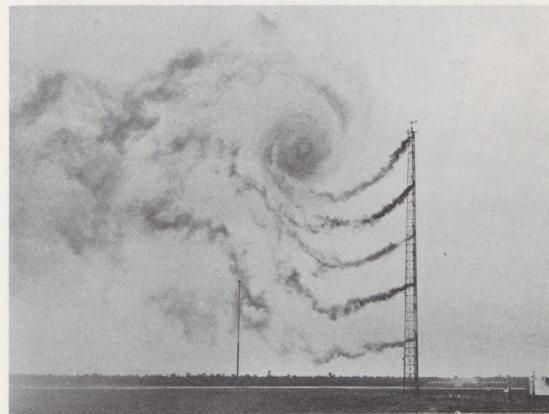
- Boston Region—Ferris J. Howland.
- Chicago Region—Lyle K. Brown.
- Denver Region—Mervyn M. Martin.
- Seattle Region—Christian B. Walk, Jr.

Announced simultaneously with the appointment of new regional directors was the appointment of Jack G. Webb as the new Director of the Alaskan Region, succeeding Brown. Webb has been director of NAFEC since November 1965.

The new directors are now physically located in their new territories, marking realization of the first tangible step toward physical establishment of the new regions.

For operational purposes, the new regions will not come into existence until after the first of the year. Specific dates for transferring operational authority from existing regions to the new regions have

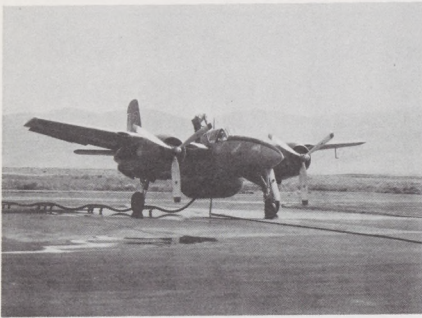
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Vortices Visible

Swirling wake vortices are created by a transport plane at NAFEC. The plane, already out of sight here, flew past the tower where colored smoke helped trace the pattern of air rushing off the plane's wing. The tests were conducted by project manager Leo J. Garodz to learn more about the intensity and duration of vortices which can affect aviation safety.

Forest fire rages as aerial tankers loaded with fire extinguishing chemicals help bring flames under control.



U.S. Forest Service tanker being loaded with fire retardant in preparation for another flight to fire area in the Northwest.



No Figure of Speech at Wenatchee

FAAers on Firing Line

As devastating forest fires raged out of control in the great Northwest wilderness late this summer, tanker aircraft converged on Pangborn Field at Wenatchee, Wash., to fight the conflagration.

As the air traffic zoomed, air traffic controllers moved in to do their job where they were needed.

The need for air traffic assistance was first recognized by FSS Chief Harold Wick who reported a sharp rise in station business as a result of aerial forest fire fighting. Before relief arrived, the number of advisories given increased five-fold—from slightly more than 100 a day to more than 500 a day.

In response to the call from Wick and a request from the Forest Service, the Seattle Area Office dispatched a truck with a mobile tower to the airport, at the very edge of the windswept fire.

When the tower arrived, it was set up in a few hours by Chief Edwin Nicolai and Technicians Delbert Crowson, Robert Allen and Bill Dougherty of the local Airway Facilities Sub-Sector.

By this time, the agency machinery was working

smoothly and as the technicians finished setting up the facility, their places were taken by air traffic controllers.

The ATC crew, headed by Dale Jones of Grant County Tower, Moses Lake, Wash., arrived from nearby locations and went to work handling the still-increasing volume of traffic. The first full day of operations, they chalked up more than 700 operations as they helped get aerial tankers on their way to make chemical drops on "hotspots" despite the fact that heavy smoke was rolling in over the field and hampering flight activity. Although the field was later almost closed by this smoke, the temporary crew handled more than 2,700 operations during the eight-day stint.

As the fight against the flames continued, small fires burned together into superfires and local residents had to be temporarily evacuated. But the communities were saved by aerial fire trucks assisted by the FAAers, U.S. Forest Service crews using "back-firing techniques" and by local fire departments

wetting down areas endangered by the flames.

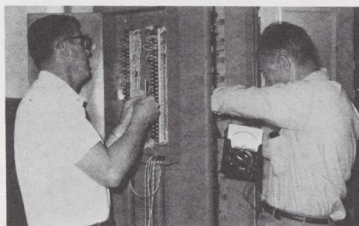
Besides Jones, other controllers brought in for the emergency were Larry Brennis, Boeing Field Tower; Richard Bosik and Bill Lemley, Seattle-Tacoma Tower; and Richard Jensen, Grant County Tower. The FSS crew in addition to Wick included Albert Lenny, Duncan Bardwell, Robert Jackson, Alden Rova, Billy Baum and Kermit Austad.

Portable towers were operated also at two other locations in mid-July when fires raged through north-central Washington. These fires covered an extensive portion of the state and burned into southern British Columbia.

Controllers who worked at these temporary towers included: Jack Elvrom and Kenneth Larson of Seattle-Tacoma Tower; Robert Alexander, Dale Anderson and John Darwin Browning of Boeing Field Tower; John Mentzer of the Seattle ARTCC; James Gilbertz of Spokane International Airport Tower; and Gary Christiansen, William McVay and Edward Kingrey of Grant County Tower.



Manning the air-ground console at the Wenatchee FSS are (from left), Robert Jackson, Albert Lenny and Chief Harold Wick.



Making final connections to terminal cabinet at the remote transmitting site are (left), Ed Nicolai, Airway Facility Sub-Sector chief and technician Del Crowson.

Below: Controller Bill Lemley at the mike in the temporary mobile control tower at Pangborn Field, Wenatchee.



Temporary mobile tower on site at Pangborn Field, Wenatchee, with B-17 tanker aircraft departing with a load of fire retardant chemicals to be dumped on Wenatchee National Forest fires which raged out of control for two weeks.



Center to Expand

A new automation wing ground-breaking ceremony was recently held at the Oakland Center in Fremont, Calif. Officiating at the event were (from left): H. E. Aldridge, San Francisco Area Manager; Lynn Scott, Miss Fremont; and Fremont Mayor Gene Rhodes. The \$1.5 million Center addition is expected to be completed by 1972.

Oakland Center Annex Construction Started

FREMONT, Calif.—The multi-million dollar expansion program for the Oakland Air Route Traffic Control Center was recently heralded by a ground-breaking ceremony.

The \$1.5 million expansion program will add a new wing to the Fremont facility and bring improved air traffic service to the aviation community. It also will provide better working conditions for Center personnel.

The new automation wing will house a central computer complex in addition to a medical clinic and additional training space. It is the result of several years of intensive research and study.

The Oakland Center expansion project is part of the national program which ultimately will extend to some 20 such facilities serving the continental United States.

The Oakland Center is the control facility for more than five million square miles of domestic and oceanic airspace. It is staffed by

approximately 600 electronics engineers, technicians, air traffic controllers and administrative personnel.

The modernization program is expected to be completed by January 1972.

Officials of Industry, FAA Confer at Avionics Meeting

HOUSTON—Improved methods and procedures for using avionics test equipment were discussed at a recent three-day industry-FAA meeting here.

The gathering of avionics and equipment manufacturers' representatives and agency employees was planned and conducted by Supervising Inspector John Powell and General Aviation Avionics Inspector Donald R. Ruggs, both of the Houston GADO. Coordinating participation by airline personnel was L. H. Saucke, Air Carrier Avi-

NAFEC Engineer Discusses Basic Safety Concepts

FORT MONMOUTH, N.J.—“When striving to achieve high levels of safety, it isn't enough to design a system that is both reliable and accurate,” Nat Braverman, project advisor at NAFEC, told a group of engineers here recently.

Safety is a function mainly of the ability to prevent large blunders which are the result of undetected malfunctions, the engineer told the local chapter of the Armed Forces Communication and Electronics Association.

“The way to prevent blunders,” Braverman said, “is to require monitoring by independent redundant systems which employ other people or equipment using other techniques and operating in another environment.”

The FAA engineer warned engineers not to up-date either of the independent systems with data from the other, except under certain specified emergency conditions, as this could reduce safety.

“If the operation by either of the independent systems cannot continue without violation of the safety limits,” Braverman said, “then a back-up procedure must be available that is safe, even if it is inefficient.”

Excessive automation of a complex system may lead to danger if humans are still part of the system, Braverman told the meeting. He gave the reason: humans cannot cope with emergencies if they aren't significantly involved during the normal operations of the system.



Coordinated Rescue

On-the-ball San Juan Center controllers who helped guide rescuers to a jet airliner which ditched in the ocean with 63 persons aboard included (from left): Charles Liversedge, Alex Sambolin and Charles Saunders.

Teamwork Speeds Rescue To Survivors of Ditching

ST CROIX, V. I.—Immediate response to an aircraft emergency by San Juan Center controllers averted possible loss of 43 persons aboard an ALM foreign airline DC-9 forced to ditch in the Caribbean recently after running out of fuel.

The DC-9, en route from John F. Kennedy Airport to St. Maarten in the Netherlands Antilles, ditched in heavy seas some 35 miles north-east of St. Croix in the Virgin Islands.

When the ALM captain advised San Juan Center that he was in trouble, Radar Controller C. F. Silvia acted swiftly to bring help to survivors. He contacted Captain William Pash, commander of Pan Am Flight 454, which was in the general area and asked him to help pinpoint the airliner's location. Meanwhile, Controller Charles Saunders alerted a Coast Guard Search and Rescue Squadron which quickly dispatched a boat to the estimated crash site.

While Controllers Saunders and Silvia continued to handle in-flight activities, Controllers Alex Sambolin and Absolo Ramirez stepped in to lend backup support.

Helicopter Alerted

Watch Supervisors Richard Gaunt and Charles Liversedge alerted the Roosevelt Roads Naval Base which dispatched a helicopter to the scene. Marking the ditched aircraft's last known position on his radarscope, Controller Silvia vectored the Pan Am plane to the vicinity.

In a short time, the Pan Am crew reported spotting a liferaft with survivors.

“We dropped to 5,000 feet on instruments, then down to 3,000,” Captain Pash reported. “We heard the ditching message. Then San Juan Control cut in to report the aircraft's target had disappeared from the radarscope. The controllers gave us the plane's last known position and vectored us to the ditching site.

“We dropped to 500 feet and reduced speed to 140 miles to look for survivors. The weather was rough. Our plane was moving through rainstorms and heavy turbulence. Sea waves were running six to eight feet and visibility was poor. We were lucky to spot the liferaft. There was no sign of the airplane except for a small oil slick.”

Position Given

The Pan Am officer gave San Juan Control the position of the raft, then circled the scene until a Navy helicopter arrived and picked up the 43 survivors.

“Since there was nothing more we could do and because we were getting low on fuel, we headed for San Juan,” Captain Pash said.

Had circumstances been otherwise, had all parties concerned—Navy, Coast Guard, Pan Am and FAA—been less positive in their actions, it is probable there would have been no survivors.

FAA San Juan controllers exhibited cool professional skill and a superb attitude in the emergency.



OA-1—For a Day

Margaret (Maggie) Harting of Chevy Chase, Md. served as FAA “Administrator for a Day” following her appointment to the post at the annual Girls Nation Convention, sponsored by the American Legion Auxiliary. Miss Harting, a senior at Bethesda-Chevy Chase High School, was briefed on agency activities by Associate Administrator for Operations George S. Moore (above) and shown the film “Controller-Computer Partnership.” She plans to visit an air traffic control facility in the Washington area.

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Congratulations to graduates of a six-month course in the Aeronautical Center Project 150 program were extended recently by Under Secretary of Transportation James Beggs (left) and FAA Administrator John H. Shaffer. Among those congratulated were Michael Ling (right) and Kenneth Bellamy. The course in electronics maintenance updates enrollees' knowledge to qualify them to enter FAA service. A similar course is given to qualify men for air traffic control training.

Project 150 . . . NEW CAREER GATEWAY

A new way into FAA air traffic control and electronics maintenance careers has been opened up for young people.

It's called Project 150—a program that gives an educational boost to persons seeking skilled jobs with the FAA but who have difficulty in qualifying initially.

Enrollees in Project 150—the name refers to the number of persons participating when the program was launched—must be high school graduates or those with equivalency certificates. Air traffic enrollees also must pass the usual aptitude tests to qualify for the program.

Although the new program lowers entrance requirements for initial instruction and training, it in no way diminishes qualifications required for air traffic control and electronics maintenance positions. It merely gives the newcomers a better chance to meet basic job requirements by providing them with a six-month course at the Aeronautical Center and subsequent on-the-job training.

These courses vary depending on whether the individual is enrolled in the air traffic or electronics technician options. Both courses include mathematics, aviation vocabulary, air traffic phraseology, flight rules, FAA history and details on the National Airspace System.

Circuitry, basic electronics and other specialized subjects are included in the brush-up for the electronics maintenance positions.

In each case, instruction is tailored to the job the enrollee is aiming for.

Graduates of both air traffic control and electronics maintenance courses subsequently receive on-the-job training. After sufficient job experience, they may

return to the Aeronautical Center to enter the regular ATC and electronics maintenance courses

One of the students, Michael Ling of Providence, R.I., said he heard about the program through the Urban League and was encouraged to take the entrance examination. Ling, who had an equivalency certificate and had been working in the electronics field, felt he was receiving excellent training.

Kenneth Bellamy, a student from Cleveland, was encouraged to take the entrance examination by a neighbor who works for the FAA. Bellamy said he had prior experience in electrical work and felt electronics would be an interesting field. "The unknown has always fascinated me and I found the course in electronics especially intriguing," Bellamy said. He will begin his on-the-job agency training in Cleveland.

The first classes in the Project 150 program began at the Aeronautical Center in February 1970. At present, two other classes are in training there.

At the recent graduation of 17 Project 150 students from the air traffic control courses and 11 from electronics maintenance courses, both Under Secretary of Transportation James Beggs and Administrator John H. Shaffer were present to extend congratulations. Besides wishing graduates well in their budding FAA careers, Beggs urged them to persuade friends and acquaintances to look into the prospect of careers through such training with the DOT.

Administrator Shaffer told the students he looked forward to meeting them on the job at some of the agency's far-flung installations. He concluded by congratulating each individually on the perseverance which they had displayed in bringing their studies to a successful conclusion.



Students and instructors in the electronic technician program with regions from which the students were recruited, are (left to right): Instructor Louis Olsen; James L. Jones, Southwest; Robert B. Thornton, Western; Supervisor James Michael D. Ling, Eastern; Kenneth Bellamy, Eastern; Aaron T. Seated are (front row, left to right): Assistant Superintendent Jay H. Moody; Ambrosio Munoz, Central; Napoleon C. Jemison plus Eaton, Western; and Edward R. Crowder, Eastern.



Project 150 students from various FAA regions apply themselves at the FAA Academy in Oklahoma City. They are (left to right, front row): Thomas Jones, Southwest; Vivian Clemmons, Eastern; Catherine Miles, Eastern; Rufus Lewis, Southwest; (second row, left to right): John Basherville, Eastern; Jacqueline Currie, Eastern; (third row): Dwan Patton and Henry Dyer, Western; Robert

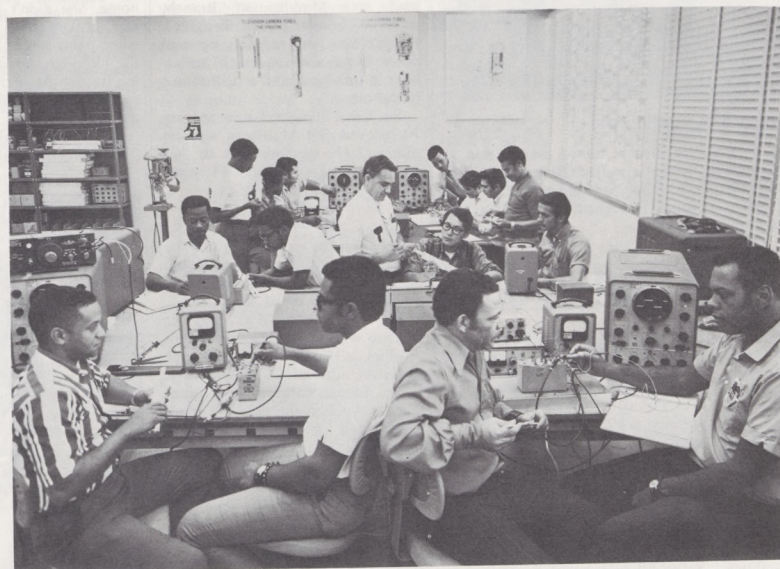


Air Traffic students and faculty in the Project 150 program, with regions where students were recruited, are (front row, from left): Bobby J. Jennings, Western; Ronald S. Heyward, Eastern; Assistant Superintendent Jay Moody; chief of Initial Qualification Training Section A. S. Washburn; Robert L. Bailey, Central; and Jesse B. Johnson, Southwest. Standing in rear (from left): Raymond L. Brown, Western; Paul J. McGee, Central; Edward J. Ulanich, Jerome N. Schiltgen, Roger Pieratt, and Gary W. Stevens, all of Central; Riley J. Freeman, Eastern; Don Browne, Southern; Joe L. Erlandson and Everett C. Johnson, Central; Claude Johnson, Southwest; Elbert Henry, Southern and Ray Thuftedal, Central.

Technician program of Project 150, where recruited, are (back row, left to right): James R. Hill, Supervisor James H. Jackson; Aaron T. Blackburn, Central; Branch Chief Charles W. Mueller. Assistant Superintendent for Instruction Napoleon C. Jemison, Western; Adolfer, Eastern.



Students apply themselves to study manuals in Air Traffic Classroom at Oklahoma City. (left to right, front row): Harold White, Southern; Charles Booker, Central; James C. Clemmons, Instructor for the class; Curtis Tanner, Southwest; James R. Hill, Southwest; (second row): Consuelo Whitaker, Western; Henrietta Dix, Eastern; Elaine Currie, Eastern; Clarence Hunter and Maria Wright, Eastern; Robert Coleman, Central; Jerry McMillan, Southern.



Students in the Project 150 program are seen in the Air Navigation Facilities Laboratory at the Aeronautical Center in Oklahoma City. Their names and regions where they were recruited are (left to right, front row): William Crook, Southern; Henry Lewis, Southwest; Donald Fears, Southern; Stevan Robinson, Central; (second row): Jim Fincher, Eastern; Edward Phillips, Western; H. R. Crosby, Instructor; Archie Wemark, Alaskan; Dave Hurtado, Western; (rear row on the left, front to back): Maurice Wyatt, Southwest; David Black, Eastern; Richard McNivens, Western; (back row right, front to back): Leroy Richardson, Western; Ronald Medeiros, Eastern; Donicio Chama, Central; Joshua Davis, Instructor.

Trio Retires Hardworking Radar

LOS ANGELES — Three FAAers who worked together at the Los Angeles Tower when the facility's Precision Approach Radar (PAR-1) unit was installed 20 years ago got together again at decommissioning ceremonies for the now-obsolete equipment.

In those early days of March 1950, Jim VanVoorhis and Dave Earley were radar technicians at the tower and Don Haugen was a controller. VanVoorhis is now

Chief, Airway Facilities Sector at Long Beach; Earley is Chief, Maintenance Engineering Branch of the Western Region; and Haugen is Chief, Los Angeles Tower.

After two decades of service during which it helped pilots make thousands of precision radar approaches, the PAR is now being removed from the Los Angeles TRACON. With the availability of BRITE displays, new pilot techniques and more accurate naviga-

tional approach aids developed by the FAA, the PAR has become obsolete.

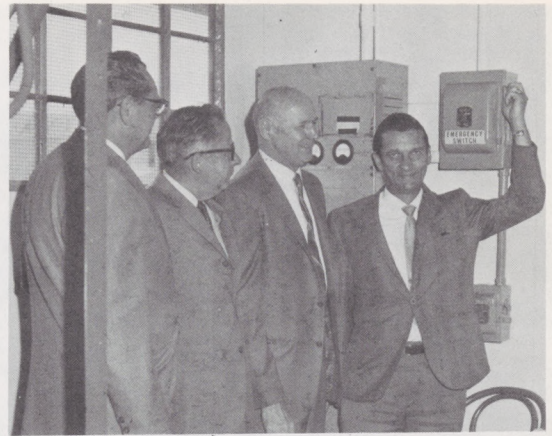
The BRITE display is a TV type remote display associated with airport surveillance radar. It gives controllers picture presentations in the tower of both arriving and departing aircraft.

Prior to decommissioning, the PAR-1 was moved into three separate tower locations. Originally housed in two oil-derrick type structures at the extreme east end of the International Airport, it was moved to the present modern site in 1961. Throughout the 20 years of service, several wiring harnesses were required as old insulation deteriorated with time and temperature, making complete rewiring necessary.

Used for Primary Approach

Several airlines and countless general aviation and corporate pilots used the PAR as their primary approach aid to Los Angeles when bad weather moved in. Thousands of pilots, including commercial airline pilots, had the PAR monitor their ILS approach when stratus cloud or fog moved across the airport. The reassuring voice of the PAR monitorman broadcasting on ILS localizer voice frequency, "Course O.K. and glide path O.K." were welcome words when the wheels were down for landing "in the soup."

Los Angeles Tower was the training ground for controllers and radar



Pulling the Switch

Turning the main power off for the decommissioned PAR transmitter at Los Angeles International is Russ Anderson (right), Radar Unit Chief of the LAX Sector. Standing by are (from left): Larry DeWolf, Dave Earley and Jim VanVoorhis, all of Western Region.

technicians alike. Personnel came to Los Angeles from all over the West, as well as Hawaii, to receive basic training on this equipment.

Now, with the advent of the computer, space occupied by the PAR is too valuable to waste. So the PAR-1, the old workhorse, has been taken out of service to make room for the computer flight data entry and printout console used in conjunction with the National Airspace Program.

The original two towers have

long since been removed. The first home of the PAR has been moved to Stockton, Calif. Its second oil-derrick-tower home is now quarters for timers and officials at the Riverside raceway, and can still be seen from time to time in television commercials. The present home, the majestic control tower at the entrance to the modern Los Angeles International Airport, of course, remains to house new computer equipment as the new replaces the old—in the name of progress.



Old Precision Approach

At the radar controls in the TRACON at Los Angeles International is Don Haugen, Tower Chief, while two other fellow crew members look on when the PAR-1 was decommissioned recently. Dave Early (right) is Chief, Maintenance Engineering Branch in the region now; Jim VanVoorhis is Chief, Long Beach Airway Facilities Sector.



Change of Command

Management of the San Juan, Puerto Rico Area is turned over to Ben F. King (right) by Mack Wood, previous incumbent who has returned to Southern Region headquarters in Atlanta as Chief, Airspace Branch, Air Traffic Division. King will direct air safety programs throughout Puerto Rico, the Virgin Islands and surrounding Caribbean area.

King Manages San Juan

SAN JUAN, P.R.—Many years of highly diversified work in the domestic and international fields as a professional engineer and manager should serve Ben F. King well as San Juan Area Manager.

King succeeds Mack Wood, who returned to Southern Region headquarters in Atlanta as Chief, Airspace Branch, Air Traffic Division, after two full tours of duty in Puerto Rico.

King's FAA career began in December 1940 in the facilities and airports divisions, Central Region, Kansas City. Other assignments in the States include Chief, Airports Branch, Memphis Area Office, followed by his appointment as Assistant Chief, Airports Division in Atlanta, which he filled

prior to becoming Area Manager.

International assignments have carried King to many distant points on the globe, including appointments as Chief, Civil Aviation Assistance Group (CAAQ), Liberia, West Africa; Assistant Chief, CAAQ, Kabul, Afghanistan; Airport Supervisor, CAAQ, Bangkok, Thailand; and special assignments to Egypt and the Philippines.

Prior to 1940, he was an engineer with the U.S. Coast and Geodetic Survey, the Bureau of Public Roads and the U.S. Parks Department.

King was born and educated in Watertown, Wis., and holds a Bachelor of Science degree from the University of Wisconsin. He and his wife, Marguerite, have six children—four boys and two girls.

Supervisor Lauds A Retiring Lady Riveter

OKLAHOMA CITY — "From what I see out there, if they can do it, I can."

Those words of confidence, spoken 13 years ago, launched Mrs. Ethel Slaughter on a new career as a sheet metal mechanic at the Aeronautical Center's Aircraft Service Base. That was in August 1957.

Her words were in reply to W. M. Matthews, Chief, ASB Overhaul and Modification Branch, when he observed, "Mrs. Slaughter, I can't see you running up and down these airplanes with an air hose in one hand and a drill motor in the other."

But Ethel Slaughter, now nearing 70, proved Bill Matthews was no prophet. He became one of her greatest boosters in the 13 years she has spent in his employ.

Retiring Soon

Occasion for reminiscing was the approaching mandatory retirement of Mrs. Slaughter, who must lay aside her sheet metal tools.

It was 1944 that Mrs. Slaughter went to work at the Douglas plant at Tinker Field, located at the southeast edge of Oklahoma City. When the call came for six volunteers to work in the machine shop, she stepped forward. She stayed in the machine shop until women were cut from the force.

Meanwhile, her husband became ill and she went back to Tinker Field. After two-and-a-half years, she was laid off in 1953. A friend advised her to try the Aeronautical Center, where in 1957 she was finally called in for an interview, and it was the occasion when Mrs. Slaughter and Matthews made their observations as to her potential as a sheet metal worker.

Her first job involved the start of modification for standardization on

N-31, a DC-3. She has done sheet metal work on nearly all FAA aircraft, including the Boeing 720 and the Lockheed Electra, and she has worked both the day and night shifts.

Although Mrs. Slaughter has never suffered a lost-time accident in her work capacity, one accident marred her otherwise uninterrupted career. In January 1969 she suffered a broken back in a mishap at home. She didn't realize her back was broken until 30 days later, when pains forced her to see a doctor, although she had kept on working during the period. But the doctor ordered her off duty for three months.

Never one to shirk for a minute, Bill Matthews recalls that on break

time, when others were taking nourishment, Mrs. Slaughter could be found sorting out the rivets she would be using on her next job.

What will this active little grandmother do in retirement? Well, for one thing, she is rearing three grandchildren, ages 15, 14 and 12. She may raise birds and rabbits, or turn to wood to make small decorative carvings.

"I sew and crochet also," she stated.

Ethel Slaughter says she will miss her work with metal. "I love sheet metal," she said, "because you can make lots of things from it."

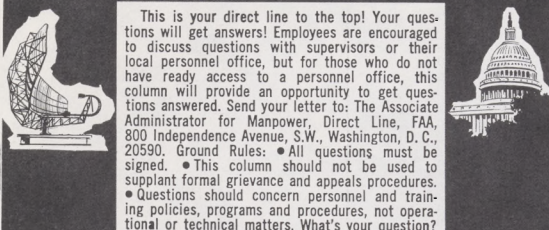
You can be sure of one thing. On or off the job, Ethel Slaughter will be getting the utmost out of her time.



Retiring Riveter

A last reliable rivet is placed on a DC-3 engine ring cowl by Mrs. Ethel Slaughter, for 13 years a sheet metal mechanic at the Aeronautical Center's Aircraft Services Base. Now approaching 70 and mandatory retirement, Mrs. Slaughter has earned praise for her efficiency and dedication.

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: A supervisor recently told one of his employees he would never be promoted if he associated with a certain other employee. He also, on other occasions, told employees not to associate with this person, whom he referred to as "a bad influence." Is this supervisor guilty of some sort of infraction? If so, what regulations apply?

Answer: Without complete knowledge of all the facts surrounding the case you mention, a specific reply is not possible. Generally speaking, however, a supervisor acting as you describe would be in violation of the spirit and intent of the standards set forth in FAA Handbook 3750.4, "Conduct and Discipline," and DOT Part 99 regulations on Employee Responsibilities and Conduct. Regulations on promotion actions (Handbook 3330.1A) emphasize equitable consideration of all candidates without bias or personal favoritism and without discrimination for any non-merit reason.

Question: Current technical handbooks publish a policy requiring that formal periodic inspections "will normally be accomplished on a systematic basis by staff personnel or line supervisors who are one or more steps higher in the chain of command than members of the organizational unit responsible for daily maintenance of equipment and systems." In my region the practice is for area technical inspectors to be grade GS-12. This is the same grade as many field technicians. It is true that GS-11 is considered journeyman level but technicians-in-depth, technical experts, technicians-in-charge, and most line supervisors responsible for daily maintenance are GS-12, the same as inspectors. How can it be said that this field practice complies with the handbook-published policy quoted above?

Answer: The language quoted from SMS technical handbooks, "one or more steps higher in the chain of command" refers to organizational structure, not grade structure. Thus, a technical inspector, representing a higher echelon of organizational structure (area, region, or headquarters), can evaluate the quality of maintenance operations performed by AF sector level personnel regardless of respective grade levels.

Question: A recent reorganization of the staff to which I am assigned eliminated several layers of supervision and established "task officers with identical responsibilities." However, these positions are classified at two different grade levels. Should not all these positions be at the same level and should not my position be reclassified at the higher level?

Answer: Maybe. The position classification law requires that assigned duties be compared to prescribed standards to determine the appropriate grade. While it may appear that task officers have "iden-

tical responsibilities," this may not be the case from a classification standpoint. Significant differences may exist in assigned responsibilities, thus causing the different grades. If you feel your position is not properly graded, you should discuss it with your supervisor to assure a mutual understanding of the duties. You also have the right to appeal the classification as provided in Chapter 4 of Handbook 3510.8.

Question: Prior to Dec. 2 1969, I was ordered to travel from my official duty station to a temporary duty station on my own time without compensation for travel. After Dec. 2 1969, I was informed that said travel was "optional," and that I could perform it on Government time or my own time with full mileage paid. Can you explain the change in policy that now allows me to perform what was previously called "commute" travel (travel "expected" of me) on Government time? Can you document the regulations that were changed and the date that they went into effect?

Answer: Your question involves two agency regulations. Agency Order 3550.9 dated June 16, 1969, contains instructions on overtime pay for travel performed away from the official duty station and outside an employee's regularly scheduled tour of duty. Generally speaking, it provides that employees shall travel during working hours insofar as practicable. Regulations on payment of "mileage" outside the regularly scheduled tour of duty are contained in Travel Handbook 1500.13 effective July 30, 1968. Provisions of paragraph 306 of this Handbook are similar to the instructions contained in Order 3550.9 and provide that supervisors shall schedule travel so that to the maximum extent practicable, employees perform official travel during normal duty hours. Neither Order 3550.9 nor Handbook 1500.13 has been changed since the issue date. Accordingly, you should contact your supervisor for specific answers to your questions since the situation you describe appears to be of a local nature.

Question: I was scheduled for two days of annual leave which preceded a holiday in my tour of duty. After being granted the annual leave by letter, I was advised later that my leave was cancelled because "I was not to work the holiday if I could not work the whole week." Please cite the regulation which prevents my taking annual leave in this manner.

Answer: As stated in Handbook 3600.2, annual leave is earned as a matter of legal right; however, it is normally a matter of administrative discretion as to when and how much leave may be granted. There is no agency regulation which states that an employee must work "all or none" of a workweek containing a holiday.

Regions

(Continued from Page 1)

not been announced as yet. During the interim, the existing five continuous regional organizations in New York, Atlanta, Kansas City, Fort Worth and Los Angeles will continue to operate as they have in the past.

The new regions will assume responsibility for direction and control of towers, centers, flight service stations and facility maintenance sectors within their geographic boundaries no later than April 1, 1971. GADO offices will transfer at about the same time or shortly thereafter, according to the time-table set for the changes.

The new regional directors will, during the next few months, be engaged in intensive familiarization with organizations, personnel and operations within the new regional boundaries. They will also be working closely with the existing regions in formulating specific plans for establishing new regional offices and developing handoff procedures to assure smooth transition from the existing organizations to the new organizations.

The history of the formation of the new regions goes back to March 1969 when President Nixon announced establishment of uniform regional boundaries for a number of Federal agencies including Department of Labor, Health Education and Welfare and the Small Business Administration.

Requested by President

In his announcement, the President indicated the possibility of broader application of the "standard regions" concept when he said: "I am asking all other Federal agencies to take note of these instructions and I am requesting that any changes in their field organization structure be made consistent with our ultimate goal: uniform boundaries and field office locations for all social or economic programs requiring interagency or intergovernmental coordination."

In response, Secretary of Transportation John A. Volpe asked his operating administrations to study the feasibility of conforming their field structures to the standard regions announced by the President.

The President also directed the establishment of a Regional Council in each of the regional headquarters cities.

Martin

(Continued from Page 1)

The three states acquired from the Central Region are currently under the jurisdiction of the Minneapolis Area Office; Colorado and Wyoming make up the Denver Area; and Utah is part of the Salt Lake City Area.

Martin joined the agency in 1946 after serving a six year stint in the Navy. He served in Fort Worth, Tulsa and Oklahoma City before transferring to Headquarters in 1959 as chief of the Communications Section in the Systems Maintenance Division of the Aviation Facilities Service.

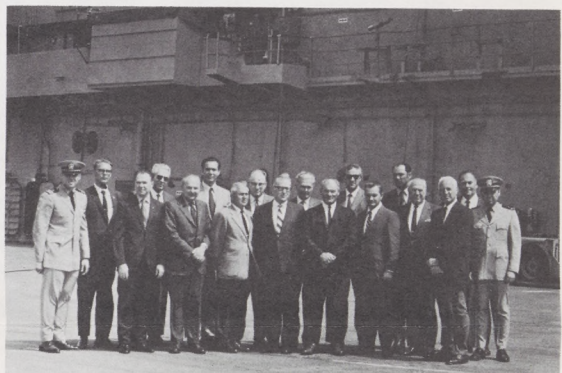
In 1963, after serving for a year as an assistant to the service director, he transferred to the Southwest Region as chief of the Systems Maintenance Division. He returned to Washington in 1965 as chief of the Standards Division in AS and later that year was named deputy director of SM. He was promoted to director of that service in January 1967.



On Carrier—East

Three FAA employees recently visited the attack carrier "U.S.S. John F. Kennedy" to observe flight operations underway from Norfolk to Boston. They were (from left): Ed Krupinski, Asst. Chief, Operations and Procedures, Air Traffic, Headquarters; Nelson Thorp, Chief, Military Activities Branch, ATS Hq.; Cdr. Walter Larry, U.S.N., and John Berta, FAA Liaison Officer at the Naval Safety Center, Norfolk.

Official Navy Photo



On Carrier—West

San Francisco Bay Area FAA air traffic controllers and supervisors toured the attack aircraft carrier "U.S.S. Midway" after holding their monthly meeting aboard ship. They are, after Naval Officer Guide (from left): J. A. Thomas, Chief, AFS, Oakland ARTCC, and G. H. Hursey, Asst. Chief; D. E. Pearson, Asst. Area Manager, San Francisco; S. J. Grates, SFO Flight Standards Division Chief; F. W. Haigler, ATREP, Travis AFB; J. S. Zentner, Supervising Inspector, Oakland GADO; J. C. Hill, Chief, Oakland FSS; H. W. Jensen, Chief, Hayward Tower; M. E. Walker, Asst. Chief, AFS, Oakland; B. A. Ill, Chief, Buchanan Tower; Lloyd Falls, Concord Tower; R. S. Crockett Napa Tower; Edward DeVelle, Oakland ARTCC; R. L. Behling, Napa Tower; R. E. Kirby, Oakland ARTCC; and R. J. Koch, ATC Specialist, Alameda NAS.

Jack Webb Appointed New Director in Alaska

ANCHORAGE—In conjunction with the regional reorganization, Jack G. Webb, former director of NAFEC, was named director of the Alaskan Region. He replaces

Lyle K. Brown, who was selected as director of the new Chicago Region. (See story on Page 1.)

A native of Pasadena, Calif., and a graduate of San Diego State College, Webb holds an airline transport pilot's certificate and has logged more than 13,000 hours in the air. He joined the agency in 1942 as a district flight supervisor in Los Angeles and in June 1956 was appointed chief of Flight Inspection Training at the Aeronautical Center. He held that position for three years before transferring to Washington in 1963.

After holding key positions in Flight Standards, he was named special assistant to the Associate Administrator for Programs. The following year, he transferred to the Southern Region as chief of the Flight Standards Division and in August 1965 was named deputy director of the region. He moved to NAFEC as the director in November of the same year.



Jack G. Webb
Alaskan Regional Director



Flight Standards Coordinates and Monitors...

12th WORLD SOARING CHAMPIONSHIPS

By Thom Hook

When George D. Stathers, general aviation operations specialist in Flight Standards at Washington Headquarters, was invited to represent the FAA at the recent World Soaring Championships at Marfa, Tex., he looked forward to attending with mixed emotions.

A certificated glider pilot himself since 1963, Stathers knew that clearing credentials for planes and pilots representing 27 countries would be FAA's responsibility, and the safety record of the two-weeks long event would reflect on how well the task had been done. The task's complexity was further increased by the fact that many national champions in the competition spoke little English; each country could enter up to four sailplanes and the "cat's cradle" course covered 16,500 square miles of extremely rugged country.

Large Turnout

Arriving at Marfa, Stathers found some 300 officials, pilots and crew members with 79 of the world's best sailplanes, ready to "do their thing" daily over the mountains and desert surrounding the former Army Air Base. Since the nearby town has less than 3,000 population—the nearest airliner stops are at Midland (160 miles) and El Paso (200 miles)—the international daily competition had no more than a hundred non-officially involved spectators.

FAA supervision of the meet was provided under the Southwest Region through the El Paso GADO, headed by T. W. (Bill) Frederick. The Regional Flight Standards was represented by George Ireland, Jack Hudson and Sam Monsche, aided by Bruce Romick of the Aeronautical Academy at Oklahoma City. Stathers was named coordinator of FAA activities for the contest.

The immediate problem for the FAA contingent was certification of the pilots and gliders from foreign lands in the time available. This was solved in advance of the meet by preparing an exemption that permitted recognizing credentials issued by the countries the competitors represented, for both pilots and aircraft.

On hand to welcome the world's finest pilots was one airborne sailplane

not officially in competition. Its pilot turned out to be Astronaut Neil Armstrong, who attended the meet as a representative of President Nixon.

Armstrong told the competitors that he had three things he liked especially about soaring: the fine machines, a challenge to use one's head, and luck—not asking for good luck, but for the absence of bad luck.

Armstrong's visit, along with the general mingling of competitors during the meet, contributed much toward fostering good international relations on a person-to-person basis.

Daily Drawing

Each day a drawing would determine whether the 39 Open Class gliders would start first or whether the 40 Standard Class gliders would begin. Tasks varied, at the planning of the officials—some over a prescribed course, others with direction at the will of the pilot. Measurements of speed and endurance were published daily, and by the end of the meet, a New Jersey private school teacher, George Moffatt, had soared from 21st place standing at the start to the Open Class International World Championship number one spot. In his smooth fiberglass Nimbus, with 72 foot wide wings which flexed dramatically in steep banks as he photographed his turn points, the American won, with West Germany and France second and third respectively.

Uniquely enough, another school teacher Helmut Reichmann of West Germany, won the Standard Class. One day Reichmann's LS-1 averaged a speed of 63.5 m.p.h. as compared to 78 m.p.h. for Moffatt in the Nimbus. "Standard" gliders are "off-the-shelf" models, while "Open" gliders are prototypes and modifications and are generally faster.

Open class tasks set by the officials, differing in pace each day, included: 163-mile goal and return, 221-mile triangle, 243-mile goal and return, 483-mile area distance, 279-mile triangle and a 327-mile triangle. Standard Class tasks were similar but courses were shorter.

Meet Safe; No Accidents

Daily launching of the two classes of competing gliders averaged 30-second takeoff intervals. Sailplanes were kept out of cloud flying completely, and retrievals were at a minimum since the national champions did a good job of completing their daily task challenges by returning safely to the airport.

The meet was not without humor and adventure, but George Stathers and FAA fellow-employees Jack Hudson, Bruce Romick and Bill Frederick were happy there were no reportable accidents during the two weeks of daily distant flying.

Team cars were underway under their gliders promptly throughout the meet, and for the few landings away

from the airport, the crew was at the spot to quickly bring the sailplane home for the next day's challenge. One West German pilot landed at what looked like an open farm only to find no one home. He spent the desert night in his glider until the crew got to him.

Other pilots, leaving Marfa on its plateau 5,000 feet above sea level, agreed with one foreign pilot who joked: "I don't look down—it's far too rugged to even think about landing there!"

Caught in Flood

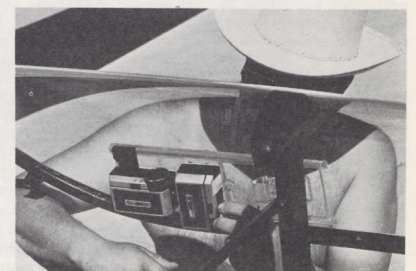
One trailer crew got caught in a flash flood while fording the Red River but fortunately had another car along which pulled them out after they plunged into the rapids in a party mood and their engine stopped. Desert spiders and snakes provoked friendly competition to see who could find the biggest ones.

All were in agreement that the sands around Marfa, heating rapidly from the abundant sunshine, provided fine soaring in a part of the country where weather transitions challenge the world's best sailplane competitors.

"Considering the way some competitors have to hang on to the last gasp of air in endurance flying," said FAA monitor George Stathers, "the safe record of the first such international meet held here is highly gratifying."



Above: Rules and contestant qualifications are discussed by (left to right): Jack W. Hudson, Assistant Chief, Southwest Region Flight Standards; Bruce R. Romick, from the Aeronautical Center, and George D. Stathers, from FAA Headquarters. At left: some of the 79 sailplanes that competed at Marfa, Tex., for two weeks of endurance and speed soaring.



Above: A camera for use in verifying turnpoints in competitive flight is installed on a Swedish team sailplane by Ake Pettersson of Sweden. At left: Sailplane launchings averaged only half-a-minute between departures. Trailers in foreground brought sailplanes from New Zealand and Poland to the remote Texas desert.