



Center's NAS Package Operational

By Don Byers

WASHINGTON—"Indianapolis is happy about CUE," says Chief Ron Current. "Everyone at the Indianapolis Center shares in the satisfaction of being the first center in the nation to go operational with a computerized flight data processing system complete with a nationally developed computer program—The Enroute Stage A computer system, and Raytheon's CUE system."

What's CUE? It's Computer Update Equipment. It provides controllers with a personal, virtually instantaneous 'dialogue' with the computer. With CUE, the controller can tell the computer whenever a change takes place in the stored information, or he can ask the computer questions. The computer incorporates error-checking and trouble-shooting features that free the controller for other work.

Indianapolis Center is actually the third in the country, after Washington and Chicago, to go operational with a CUE system and a new-generation computer system, but the principal distinction of the Indianapolis system is that it uses the national standard computer program, while at other locations, locally-developed programs are in use.

Programs Vital

Computer programs are the instructions that tell computers what to do.

On Oct. 6, at 2:00 p.m., Indianapolis completed the switchover to the new computer system. At the same time an aging Univac File II—the third computer system used at Indianapolis—was retired.

The installation gives Indianapolis an IBM 9020 Central Computer Complex and a Raytheon CUE system. Later addition of a Computer Display Channel will bring to the center a full flight data processing, plane target tracking and alphanumeric information display capability. All 20 domestic centers are now being similarly equipped.

So far, 13 of the 20 centers have the basic computer in operation processing flight plan data.

(Continued on Page 7)

Crew Aids Crash Survivors

NEW YORK—"When I saw the big four-engine jet airliner hit and split in two, I turned around and told my crew 'Let's Go,'" said 32-year-old FAA Supervisor Pompeo Della Rocca, recounting the role of six agency men who first gave aid to passengers trapped in an Alitalia DC-8 Sept. 15 at Kennedy Airport.

Della Rocca and his five-man crew of Structures and Grounds Field Group 197 were making repairs to the Approach Landing System on Runway 22-L at 1 p.m.

when the bad accident occurred. He remembers one engine flying off, completely enveloped in flame and bouncing down the runway like a napalm bomb. With that kind of landing, Rocca knew, anything could happen. But Group Leaders John Perry and Michael Zeman, together with Maintenance Mechanics Alfred Zicaro, John Lo-Meli and Raymond Parasmio didn't hesitate to follow their supervisor and piled into the three vehicles they were using on the job.

(Continued on Page 7)



Skill Pays Off

There was Flight Standards Inspector Lynn Probst, Chief of Philadelphia GADO, 900 feet in the air, when the helicopter rating applicant who was flying with him unwittingly caused the engine to stop. Thanks to some quick thinking, Probst brought the chopper in to a safe landing.

Fast-Thinking GADO Chief Averts Helicopter Accident

PHILADELPHIA—What do you do when your engine stalls?

If you are in an automobile, at a stop light just turned "go," someone is sure to blow his horn within microseconds after the light has changed. If you are in your boat, you may drift a while before you can restart the engine. In an airplane, you establish a glide and restart the engine.

But if you happen to be a Flight Standards Inspector giving a flight test to a pilot applicant for a helicopter rating and this happens to you 900 feet above the ground, you have a much different problem. The helicopter is a different breed of cat.

The airplane pilot is taught to make power-off landings, but except in the instance of the helicopter flight instructor or single engine Airline Transport Pilot flight tests, this maneuver is not required on the tests. Consequently, many pilots never have to become proficient in this maneuver.

Situation Critical

This critical situation is one that Lynn Probst, chief of the Philadelphia GADO, found himself in recently while testing an applicant for an additional rating of rotorcraft helicopter pilot. During the oral portion of the test, Probst had emphasized the importance of smooth throttle technique. Nevertheless, when the time came for the applicant to demonstrate a power-off approach or autorotative approach as it is usually called, the technique advice about "smooth throttle" must have been forgotten.

At the critical moment, the applicant moved the controls rather firmly—perhaps the idling adjustment was set a little low—and the cockpit was filled with the awesome silence of a suddenly dead engine. In less than 30 seconds

this particular make of helicopter will be on the ground, and it takes approximately that time period to accomplish a restart procedure.

Probst instantly assumed control of the helicopter and established an autorotative approach to a taxiway on the North Philadelphia Airport. With expert timing and depth perception Probst flared at just the correct altitude and applied collective pitch to bring the helicopter to a smooth and safe landing. The slightest error in judgment, skill or timing would have resulted in a damaged aircraft and injuries or fatalities.

Probst was extremely modest about the incident. He considers it to be all in a day's work.



Doing Her Thing

Miss Gertie Mosaly broadcasts the weather at the Wichita Falls, Tex., FSS, a job she has been performing well for the past 28 years. Miss Mosaly received a special plaque during the 50th Anniversary of Flight Service Stations, honoring her for longtime service in the Southwest.

Unit at Dulles Is Modernized

CHANTILLY, Va.—New and improved facilities for international air travelers have been opened at Dulles International Airport by the FAA.

"These improvements at the international arrivals area will double the airport's international passenger handling capability," Secretary of Transportation John A. Volpe said. "This is another milestone for Dulles—the world's most modern, efficient jet air terminal. The increased capacity will enable Dulles to meet the continuing rise of international passenger traffic."

The \$714,000 improvement program, completed Sept. 14, 1970, will help Dulles maintain its standard as the showcase of world aviation. While overall traffic has increased generally at Dulles, international passengers are the fastest-growing group of users of the airport.

Administrator John H. Shaffer

said: "The number of international passengers using Dulles in 1969 increased by almost 45 per cent while the number of domestic passengers increased about 18 percent. Further increases can be expected as a result of the introduction of Boeing 747s and other wide-body jets."

The new international arrivals area, located at the eastern end of the Dulles terminal, has been expanded and modernized to double its peak hour handling capacity from 300 to 600 passengers.

Some of the improvements at Dulles include:

- Space within the facility has been nearly doubled—from 14,000 to 27,000 square feet.

- It is equipped with two automatic conveyor belts to carry baggage from baggage trains to a passenger pickup area close to the international processing facilities. The conveyor will save passengers many burdensome steps.



B-36 On Final

The runway on which this six-engine bomber is about to land at Oskaloosa, Ia., Airport appears rough, with grass growing between its cracks. For another view of the big ship that has captured the interest of Ottumwa FSS Specialist Walter Burgin and his five-year-old son Wally, see page 7.

Pictorial Events From Headquarters, Regions and Centers



Longest FSS Service

A plaque citing John Manuel (left), Chief, Alice, Tex., FSS, as the Southwest Region's specialist with longest service is presented him by William E. Morgan, Chief, Air Traffic Division. The ceremony took place during the recent 50th Anniversary of Flight Service Stations.



Sector Staff Meets

Representatives of various Airway Facility sectors participated in a two-day chief's conference in Chicago recently. Attending were, first row (left to right): Gerry Fasig, Aurora; James O'Brien, O'Hare; Frank Shrack, Indianapolis; LeRoy McCarthy, Chicago Area Office; and Mel Arnett, Springfield. In the second row, John Shaw, Assistant Chief, Central Region Airway Facility Division; Nelson Locke, Indianapolis; Norman A. Amundsen, Assistant to the Area Manager; Charles Terry, Lansing; John Johnson, Midway Airport; and Floyd Emanuel, Chicago Area Airway Facility Branch Chief. In the back row: Jesse Reed, Detroit; Ralph Bugg, Chicago Area Office; Paul Dietrich, Grand Rapids; Martin Noteboom, Assistant Chicago Branch Chief; Joseph Svec, Moline; Ed Ellis, South Bend; Clarence Ninke, Springfield; David Rame and Joseph Gully both of the Chicago Area Office.



Outstanding Recruiter

Mrs. Eufemia Tatham, a draftsman in the Airway Facilities Division at the FAA Regional Office in Los Angeles, signed up more than a third of the 148 donors who contributed to the group's account at the Red Cross this year. Thanks to the group account, all agency employees in greater Los Angeles can draw from the Blood Bank as needed.



For Excellence

Awards for Outstanding Performance went recently to European Region's Miriam Carter and Anthony Falco (right). Miss Carter, a clerk-typist, and Falco, an air carrier maintenance inspector, received the awards from Dave Switzer, of the New York field office.



Press Spotlight

Deputy Administrator Kenneth M. Smith gives news media representatives some straight talk on the SST program at New York's Kennedy Airport prior to his departure for Europe on a recent official business trip. The Deputy Administrator also discussed the 747 and the air traffic control system before taking off for London, where he saw the Concorde production site.



New ILS System

A new portable instrument landing system designed especially for STOLports is described by project manager Glen D. Adams (wearing sunglasses) at NAFEC, where the equipment is under evaluation. Taking in the briefing are general aviation officials from private industry.



Diamond Pin

Congratulating Melbourne, Fla., FSS Chief C. A. McAllister (second from right) for 40 years of dedicated service is Miami Area Manager Richard Skully. Looking on are (from left), Rudolph Bailes, FSS specialist; Skully; McAllister; AT Branch Chief John Graffius; Melbourne Tower Chief Dan Brown; and Harry L. Brown, FSS specialist. McAllister began his service with the Bureau of Air Commerce in 1937 at Tri-City, Tenn., one of the first Airway Communications Stations, now FSSs.



Takes It Literally

For years it was a standing joke to tell personnel leaving employment at the Kansas City Center to bring in their automobile bumper so their security sticker could be removed and destroyed. The inevitable had to happen and sure enough Sherman Accord, transferring to the Aspen, Colo., Tower, went along with the gag. Shown removing the sticker is Newton Myers, Military Liaison and Security Officer, and holding the bumper is Lyle Saling, Specialist in the Security Office.



For Technical Achievement

Central Region Program and Plans Branch Chief Donald W. Updike (left) recently presented a \$25 Savings Bond and a certificate for outstanding achievement to Floyd Jackson, Kansas City high school. Jackson built a model of a nuclear power generator station as a local science fair project.



Metroplex Awards

Six FAA members of the Metroplex planning group ("FAA Horizons," June 25) receive special citations from Eastern Region Director George M. Gary (left) for devising the plan that has led to reduction in delays at New York's "Big Three" airports. Enjoying the boss's remarks are (beginning second from left): Louis Pol, Martin Sonnett, Jack Lee, John Paepfer, Joseph McCann and John McEvoy.



Guide Boy Scouts

Their troop's recent conservation and environmental activities are discussed by FAA Bolboa Area Manager James Beasley (seated, center) with members of Troop 14 in the Canal Zone. Assisting Beasley, who heads the Boy Scout Area Council, are Airway Facilities' Bill Dean (left), and Art Darley (standing, center), both Scout Leaders. Dean is a communications engineer; Darley, in radar.

Chicago Pilots Get TCA Briefing

CHICAGO—Briefings on the new Terminal Control Area (TCA) were given to more than 500 Chicago-based pilots by representatives of the FAA at three separate pilot meetings held in Chicago. The TCA went into effect on Aug.

20 for Chicago-area pilots. The three meetings were held at Midway, Du Page and the Palwaukee Airports prior to implementation of the TCA in Chicago. At Midway Airport, the first pilots meeting held there in recent

years was conducted by Tower Chief Nick Molson, aided by Accident Prevention Specialist John Hunt, O'Hare Controller Paul Jackson and Harry McIntyre of the Chicago Area Office Air Traffic Branch. More than 40 pilots attended.

At Palwaukee, some 235 pilots attended the meeting, held in a hangar next to the tower. Conducting that meeting were Tower Chief Bill Yocius, Controllers Bill Martin and Jim Rowan; Central Region Air Traffic specialist Jim Dixon; John Hunt of the GADO and Neal Callahan, Chicago Area Community Relations Officer. After the briefing, a question and answer session was held.

Large Attendance

Attendance by pilots at the Du-Page briefing was the largest. Some 280 pilots jammed a hangar on the airport to participate in the TCA briefing there. This briefing was conducted by Leo Brancato, Du Page Tower Chief; John Hunt of the GADO, O'Hare Controller Warren Weber and Chuck Schinkel of the Chicago FSS.

Bill Yocius of Palwaukee received a number of requests from various pilots unable to attend the meetings who are interested in getting another briefing scheduled in the near future. Yocius has indicated that if he receives enough requests, he will conduct another meeting. In the meantime, he has offered to give pilots a personal rundown on the TCA if they stop by his office.



Three-Hour Show

A comprehensive radio discussion over station WNUS about the new Terminal Control Area in Chicago and other aviation matters was participated in recently by (from left) Harry McIntyre, AT Specialist at the Chicago Area Office; Bob Ventables, moderator; M. L. Law, ACDO Chief; and Neal Callahan, Area Community Relations Officer, who was snapping the picture.

California Air Roundup Gets Boost from FAA

By Warren Moell

Chief, AF Sub Sector
RED BLUFF, Calif.—FAA participation in the Eighth Annual Air Round-up here insured both success and safety. While an estimated 8,000 spectators viewed the static displays and thrilled to aerobatic demonstrations, FAAers worked both "on stage" and behind the scenes.

Prominent on the field of parked aircraft was an agency DC-3 from the Oakland Flight Inspection District Office. A top attraction, the DC-3's crew of N-20—Dick Franz, Bob Show, Tom Katri and Paul

Van Emmerik—showed an estimated 2,500 visitors through the plane during a peak eight-hour period.

Other attractions included 235 antique and home-built aircraft, gyrocopters, helicopters, thermal balloons, sky divers, model airplanes and military jets.

Behind the scenes, other FAAers were also busy. FSS Chief Dave Burns and his specialists logged 770 contacts throughout the day. They were awarded a large Special Service Trophy in recognition of their tremendous contribution to the success of the event.

Specialist Is M.C.

Another FSS Specialist, Mel Jenkins, provided a colorful description of the day's activities over the public address system. Jenkins is a pilot and works closely with the local Tehama County Pilots Association.

Airway Facilities Unit Chief Sid Edwards and his technicians installed the large public address speaker system. Janet Costa, AFS clerk-stenographer, added charm to the event by assisting in parking aircraft and providing program information to incoming pilots.

Safety is the prime consideration of FAA, particularly during an air show. FAA monitors for the event were J. D. Spencer and Loyd Rich from GADO-12 in Sacramento. Their job was to verify pilot proficiency and aircraft airworthiness certification for all aerobatic participants prior to flight. They also monitored the aerobatic demonstrations to insure that they were conducted in conformance with Federal Aviation Regulation waivers granted for the show to assure spectator safety.



Trophy Awarded

FSS Chief Dave Burns accepts a special award trophy at California Air Round-Up at Red Bluff. The trophy was presented to Burns and his crew for their contribution in making the Round-Up a success.

New 'Bush' Plane Given Certificate Of Airworthiness

KANSAS CITY, Mo.—Except for its sharply pointed nose, the long spinners on its twin propellers and conventional rather than radial engines, the new Evangel 4500 closely resembles the stalwart Beech-18. However, the sharp-nosed, tail-dragging twin is all new, designed for "bush type" flying, and granting an airworthiness certificate for it was an out-of-the-ordinary activity for local Engineering and Manufacturing District Office No. 45.

The normal certification work for EMDO 45 ranges from giant 747s at TWA's Overhaul Base and the DC-10 manufacturing activity at McDonnell Corporation, St. Louis, to certifying smaller general aviation aircraft. But the Evangel 4500 airplane with its twin 300 horsepower engines was the first bush aircraft to be type certified by the region in recent years.

Rugged, Versatile

The airplane, designed and built by Evangel-Air, Inc., Orange City, Ia., is an extremely rugged and versatile airplane. Due to its uniqueness, it can be maintained with only basic hand tools by bush pilots.

Designed primarily for use in support of South American missionaries, the entire type certification program costs were borne by contributions by religious organizations, including the missions the plane is designed to service.

Marketing plans by Evangel-Air include both the "bush" market and commercial sales. Production rates are forecast at one airplane per month by early 1971.



Acoustic Chamber

Adjusting a delicate sound recording microphone, Dr. Jerry Tobias is at home in the acoustic chamber of the Civil Aeronautical Institute at the Aeronautical Center in Oklahoma City. As chief of Communications Research Processes, he conducts many experiments in this chamber.

Research Official Prepares Volumes on Auditory Theory

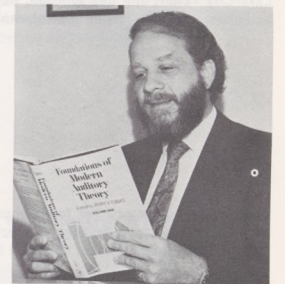
OKLAHOMA CITY—Six years of spare-time labor have come to fruition for Dr. Jerry Tobias of the Civil Aeronautical Institute at the Aeronautical Center with recent publication of a two-volume work titled, "Foundations of Modern Auditory Theory."

As chief of Communications Research Processes, Dr. Tobias' primary aim is to protect the hearing of pilots. He conceived the idea of coaxing manuscripts out of other researchers, editing and organizing the results as a way of getting all pertinent information at his fingertips as well as contributing to personal instruction.

Dr. Tobias is quick to point out that the two volumes on modern auditory theory may tell the casual reader more than he wants to know about hearing—like the little girl who is given a thick book about cats and tells the librarian the book has more about cats than she cares to know. For professionals, however—including those who know the tricks the auditory canal can play on a pilot's sense of equilibrium—the collection could be a priceless "bible" for handy reference, since experts in all facets of the subject matter are represented within the two books.

The researchers said the two volumes contain two types of chapters—those with general information, and those expressing opinions based on the authors' special studies.

Contributors and chapter titles include: Arnold Small, Jr., *Periodicity Pitch*; Jan O. Nordmark, *Time and Frequency Analysis*; Lloyd A. Jeffress, *Masking*; Donald N. Elliott and Winifred Riach



First of Two

The first of two volumes he is editing on "Foundations of Modern Auditory Theory" is looked over by Dr. Jerry V. Tobias, whose research at the FAA's Civil Aeronautical Institute is directed at protecting the hearing of pilots. The project took six years of research effort.

Fraser, *Fatigue and Adaptation*; Bertram Scharf, *Critical Bands*; Juergen Tonndorf, *Cochlear Mechanics*; Donald C. Teas, *Cochlear Processes*; George von Békésy, *Enlarged Mechanical Model of the Cochlea with Nerve Supply*; F. Blair Simmons, *Monaural Processing*; Harold F. Schuknecht, *Functional Manifestations of Lesions of the Sensorineural Structures*; and W. Dixon Ward, *Musical Perception*.

Dr. Tobias joined the Civil Aeronautical Institute nine years ago. Prior to that, he was on the faculty at the University of Texas in Austin. He is also an adjunct associate professor of psychology at the University of Oklahoma in Norman.

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.

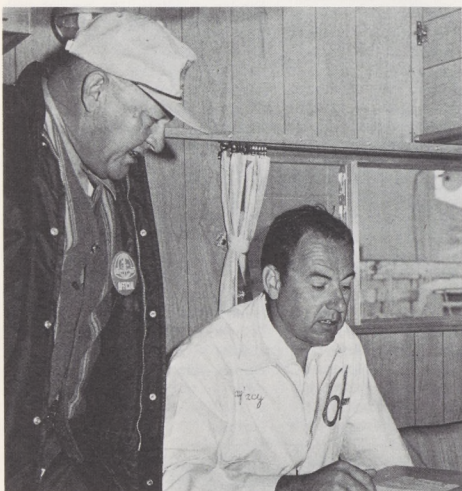
Administrator	JOHN H. SHAFFER
Associate Administrator for Manpower	BERTRAND M. HARDING
Chief, Employee Information Division	CLIFFORD CERNICK
Associate Editor	THOM HOOK
Layout/Production	GERNOT RASMUSSEN



Directing race traffic from Stead Airport Tower are (from left): Chuck Dutton, Reno Tower; Roy Layton, Salt Lake City Tower; and Les Johnson, Reno Tower, who is giving a signal with the light gun. Supervisor of Stead activities was Dave Jones (not shown), Chief of the Air Traffic Branch at Salt Lake City.



Making certain that all the tower equipment is working at top efficiency is Electronics Technician Jack Fidler, of the Reno Sector.



Winner of the Unlimited Class category racing, Clay Lacy (seated) has the paperwork on his North American F-51 Mustang checked by William Hughes, General Aviation Operations Inspector from the Reno GADO. Opposite Lacy (but not shown in the picture) was the GADO's Principal Operations Inspector, Warren Fields.

FAA's Race Monitor once again is Warren Lee, Operations Officer in Air Traffic at Salt Lake City. Here, he is assisted by Jim Tittle, of the Reno Tower.



Those Rip-roarin

By Thom H

Photos by Downie an

Their colors dazzled the eyes. Their whirring powerplants tantalized the eardrums. They ranged from big bore P-51s, Corsairs and Bearcats to sport biplanes and they performed magnificently over stands packed with more than 25,000 spectators daily at the National Championship Air Races at Reno.

The idea for the eight days of activity Sept. 13-20 at Stead Airport originated with sportsman-pilot Bill Stead of "the biggest little city in the world" back in 1963. Since then, the air races and \$77,500 in purses have drawn the nation's top prop-driven planes to scorch the Nevada skies seven years running.

In the airport's control tower nine miles north of town and throughout the area, experienced FAA men were on hand to guard the safety of the many spectators, who paid \$13 for a package three-day ticket to the main events. Agency men also were on hand for the four days prior to those events, when grueling practice and qualifying heats separated the men from the boys among the pilots and planes.

Run By Professionals

According to Warren Lee, Operations Officer from Salt Lake City Air Traffic Branch who served as FAA Race Monitor, it was a "fantastic event."

"The people who run the Reno Races are professionals from the word 'go,'" said Lee.

The agency men on hand to perform surveillance, under Vaughn M. Clayton, Salt Lake City Area Manager, had their hands full with the many events held daily at Stead Airport near Reno. Not only were there Mustangs, Corsairs, and Bearcats sizzling around



AA Monitors . . .

Soaring Reno Races

By Thom Hook
as by Downie and Associates

pylons at close to 400 miles per hour, but there were gaggles of other categories in keen competition and aerobatic performances in between. The Formula One midget racers rounded the pylons at up to 218 miles per hour, and the sport biplanes soared above 200 when pouring it on straight and level. For variety, vintage Beech Staggerwings of the thirties were pitted one against another.

Reno FSS Serves Visitors

Frank Saunders, Reno FSS Chief, said his staff provided 7,007 flight services over a five-day period. On one day, the FSS gave 689 weather briefings and processed 481 VFR and 34 IFR flight plans. Record day was Sept. 20, when 984 flight plans were handled.

Reno Tower Chief Jerry Harris and his crew carefully sorted out the 2,000 private planes that flew into Reno Municipal, Carson City, Tahoe and Minden for the event. Itinerant planes were not allowed at Stead Airport, where the action kept everyone there busy enough.

Unlimited Class winner was Clay Lacy, in his F-51 Mustang. Lacy is president of the Professional Racing Pilots Association, and worked closely with FAA to make the event a safe one.

The races were filmed by a crew from ABC's "Wide World of Sports," and the segment is firmly scheduled to be telecast Saturday, Nov. 7, around 5 p.m. Eastern Standard Time. However, there is a possibility that the segment could be pre-empted, so FAAers who want to see the races on television should telephone their local station or tune in on the program for announcements of future subject matter.

Three unlimited class racers put throttles to the wall in a sizzling consolation heat of the National Championship Air Races. They are (left to right): a Hawker Sea Fury, a Grumman Bearcat and a Vought Corsair. The Sea Fury won.



On hand for overall FAA supervision—Vaughn Clayton, Salt Lake City Area Manager.

F-51 Mustangs don't really wear neckties, explains Salt Lake City Flight Standards Branch Chief Robert E. (Bob) Kelly. He is holding the red pitot tube cover warning ribbon on "Miss America," flown in the Unlimited Class.

Twenty-five thousand spectators daily spent most of their time staring skyward, without realizing that the FAA plays a vital role in assuring the safe operation of all the events.



Contest Winner Reveals 'Secrets'

By George Burlage

SAN ANTONIO—When Accident Prevention Specialist Jerry W. Forsythe, now on duty with the satellite GADO in Corpus Christi, became the only two-time double prize winner in the third annual Safety Poster Contest sponsored by *FAA Aviation News*, the agency's internal newspaper figured he might have a successful formula to reveal. For the ten other winners (see *Intercom* of Oct. 5) and those who didn't win, Forsythe was kind enough to share the "secret" of his winning ways.

It turned out that when Forsythe starts out to write a safety rhyming couplet for a go at the cash, he first tries to find out what safety problems really exist. So for his "bible," he consulted the 1969 NTSB "Annual Report of Aircraft Accidents." Forsythe is a firm believer in the rhyming couplet and a sketch to get safety messages across.

"The rhyme makes the pilot think and since it is not 'gory' it is not offensive to anyone," he said.

He has also used the rhyming

couplet and sketch successfully in the safety bulletin of the San Antonio GADO, the parent organization of his satellite office.

"I was always interested in the accident prevention program and helped with it," Forsythe said. "I guess that is why I started writing rhymes—something to go with the other safety material."

Forsythe has been with the agency for more than eight years, starting as a mail clerk in 1962. After transferring to the Aircraft Registration Branch at the Aeronautical Center, he progressed from file to code clerk to examiner. Dur-

ing this time he learned to fly with the help of the FAA Flying Club and subsequently became a certified flight instructor.

From Oklahoma City he went to the Fort Worth ARTC Center as a flight data aide and later, when he was an assistant controller, he transferred to the General Aviation District Office to work as an Operations Inspector.

In his present duties, which were recently assigned him with the establishment of the satellite GADO, he is responsible for the accident prevention program in the southern part of South Texas.



Special Achiever

For his continuing promotion of aeronautical progress in New Jersey, Trenton Tower Chief Albert Rose (center) recently received FAA's Special Achievement Award. Congratulating him on the recognition of his contribution to state aviation is Col. Francis Gerard, state director of aeronautics. Looking on is James Varanyak of the N.J. Bureau of Aviation.

Citizens of Key West Dub Chief a 'Conch'

KEY WEST, Fla.—FSS Chief James Holyfield was recently named a bona fide "conch," (pronounced konk) by proclamation of the mayor of Key West. Holyfield was singled out for the honor by Key West citizens for his outstand-

ing contributions to the community of the "Isles of the Eternal Sun," and to aviation safety.

In the citation, Holyfield was declared to be "a clear-thinking, kindred soul, eminently worthy to be a 'Honorary Conch' and Citizen

of the Fabulous Florida Keys."

Most southerners are familiar with the beautiful conch shell, from a specie of large spiral-shelled marine molluscs which inhabit the tropical waters surrounding the picturesque Keys just off the southernmost tip of Florida. The beautiful white and coral-colored shells are often sought by tourists and shell collectors. They provide the raw material from which cameo jewelry is made.

The shell is depicted in Greek mythology as the shell trumpet of Triton, sea god and son of Poseidon and Amphitrite, having the head and upper body of a man and the tail of a fish.

Because of the abundance of the beautiful shells in the Keys, the natives, too, have become known as "conchs." Appropriately, Mayor Gerald Saunders chose the 50th Anniversary of Flight Service to honor Holyfield. Commissioner Jose Menendez also presented Holyfield a "Key to the City of Key West" during the special ceremonies.



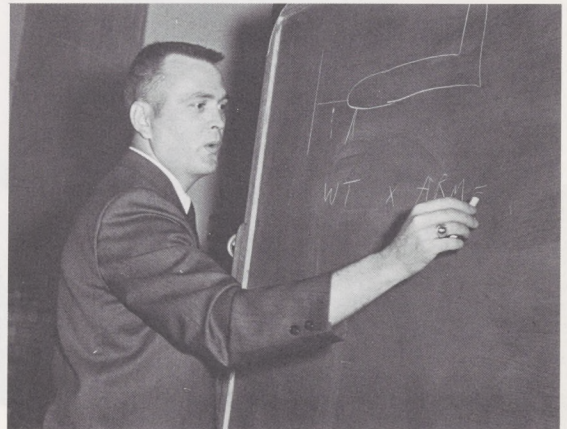
Real 'Conch'

Having been judged to be "a clear-thinking, kindred soul . . . and Citizen of the Fabulous Florida Keys," James Holyfield (right), Key West FSS Chief, is honored during special ceremonies by the Mayor, Gerald Saunders, of Monroe County, with a certificate from the local citizenry for his outstanding contributions to the community and to aviation. Witnessing the award are (left to right, background): Jose Menendez, city commission member of Key West; Watch Supervisor William Curry, and J. M. Frazier, Assistant Area Manager, Miami.



All About Schools

A comprehensive report on all FAA-approved mechanic schools is presented to Harry A. Turnpaugh (center), chief of the Maintenance Division, Flight Standards, by James M. Fisher, executive vice president of the Pittsburgh Institute of Aeronautics, which prepared the report. Other FAA managers briefed on the new publication included Sam J. Corso (right), Chief, General Aviation Maintenance Branch, and Keith Teasley (left), a member of the latter's staff. Ivin D. Livi (second from right), is also with the Pittsburgh Institute of Aeronautics.



Profitable Poetry Formula

A two-prizes winner for two years running in the Safety Contest sponsored by the magazine, "FAA Aviation News," San Antonio GADO Operations Inspector Jerry W. Forsythe explains weight and balance during a recent accident prevention clinic. His research of aircraft accident reports for ideas which he submitted in rhyme netted him \$50 two years in a row.

DART Locates Crash Site

WENATCHEE, Wash. — Downed Aircraft Radio Transmitter (DART) equipment guided a helicopter to a crash scene and brought prompt help to four injured persons recently after their light aircraft crashed three miles north of Pangborn Field.

Visibility at the site of the crash was no more than a quarter of a mile as the Forest Service helicopter flew along a Direction Find-

ing (DF) bearing from the Wenatchee FSS to within 40 feet of the DART-equipped downed aircraft.

When the plane crashed, visibility at the field was down to a mile due to smoke from nearby forest fires. About a half an hour after the FSS lost radio contact with the aircraft, inbound on a special VFR approach, the station began to receive a weak emergency signal. Specialists on duty, including A. T. Lenny, Al Rova, Bob Jackson and Chief Harold Wick, used the station's DF equipment to determine the direction of the signal.

Visibility Marginal

Because of marginal deteriorating visibility, a plane could not be used to search for the missing aircraft, but a Forest Service helicopter was available. Forest Service pilot Laurence Johnson volunteered to take a look.

Less than ten minutes after leaving the field, the helicopter pilot radioed he had the crashed aircraft in sight and that four people were around it. Johnson brought the crash victims back to the field two at a time.

"Because of the rugged terrain and the suffocating smoke, prompt rescue would have been impossible had the plane not been equipped with DART," said Wenatchee FSS Chief Harold Wick. "It took a ground party more than two-and-a-half hours to reach the wreck even when the exact location was known. A search party, hampered by the heavy smoke, would certainly have taken many hours if not days to find the survivors."

Fly-In Draws Thousands

LIMERICK, Pa.—When Operations Inspectors Joe Notarian and Daniel Caris and Supervisor John Doster, all from the Allentown GADO, came for breakfast at Pottstown Airport at Limerick recently, they didn't eat alone. More than 1,000 others savored the 181 dozen eggs that perennial host Alvin (Gabby) Renninger stirred up for the occasion.

FAAers Notarian, Caris and Doster were on hand to perform surveillance over the 18th Fly-In Breakfast for the Pottstown Aircraft Owners and Pilots, Inc., of which Renninger has been president since 1959. Letters from President Nixon, Administrator John H. Shaffer and Pennsylvania's governor and senators wished the event good weather and good fortune.



The popular eastern general aviation event drew 365 aircraft from Pennsylvania, New Mexico, Michigan, Ohio, Georgia, North Carolina, Virginia, Delaware, Maryland, New Jersey, New York, Connecticut and Massachusetts.

Pottstown AOPAers themselves number 185 members, with 85 privately owned aircraft. Besides holding monthly dinner meetings at which guest speakers inform the pilots on aviation safety-oriented subjects, the group sponsors weekend flights to other airports and events.

The takeoff weight of the close to 400 airplanes was somewhat over the gross when they landed. One reason? Thirty-five pilots were taking home door prizes donated by local merchants and the aviation community. Another? The list of food consumed, which included: 350 pounds of potatoes, 65 gallons of coffee, 35 gallons of tomato juice, 248 pounds of ham, 42 Pullman loaves of bread, 13 bottles of ketchup, 24 cans of Crisco, 13 pounds of sugar, 47 quarts of milk, 16 pounds of butter and the aforementioned 2,172 scrambled eggs.

According to the FAA trio from Allentown GADO, not a wing was scratched nor a prop nicked during the entire event.

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 technician is called back to repair and certify a facility after normal duty hours. Assuming the actual repair time exceeds two hours, does he get paid overtime from the time he leaves his place of residence until the time he returns, or from the time he reaches his duty station to the time he leaves his duty station?

Answer: It depends. If the facility to which he is called back is his normal reporting location, travel time is not creditable. If the facility is not his normal reporting location, then he receives credit for travel time from his residence to the facility up to the estimated amount of time required to make the round trip from the normal reporting location to the facility. The travel time credited for overtime pay cannot exceed the estimated travel time for the round trip between the normal reporting location and the facility at which the repair is to be made. Estimated travel time should be based on weather, road or other conditions at the time travel is performed and not on otherwise normal travel time. See both paragraph 5c and Appendix 2 of Order 3550.11.

Question: I am a GS-11 electronics technician with Airway Facilities. I would like to transfer to Flight Standards and become a General Aviation Electronics Inspector, but all of my experience has been in non-airborne electronics. I feel I meet the general but not the special experience requirements. Is there a training program in Flight Standards or elsewhere in the FAA that I can take to qualify for this position?

Answer: Sorry, but at the present time there is not an active program to qualify employees for Flight Standards positions. Training for General Aviation Electronics Inspectors is concentrated on "job-function" training. This training is designed for employees who meet the basic qualifications for appropriate inspector disciplines. Contact your local personnel office for further counseling in regard to developing your career toward the inspector discipline. In the meantime, you might also explore the possibility of off-duty training at a non-Government educational institution.

Question: What would my retirement benefits be if I were to retire in September 1973 under the following conditions: service computation date is July 7, 1947. By September 1973 I will have 25 years total service as a controller, including two years with the Navy. From my entrance on duty in December 1948 until July 1956, I was on temporary indefinite status, contributing to Social Security but not to retirement. Could the funds withheld under Social Security be transferred to my retirement? Should I make a deposit to the retirement fund for the temporary

indefinite employment and be given credit for my total service? Should I pay it back now, or wait until I retire? What would be the amount of the deposit?

Answer: The Social Security paid from 1948 to 1956 cannot be transferred to the Civil Service Retirement Fund. You may make a deposit to the retirement fund for the temporary indefinite employment and be given full credit for it. The deposit may be made by you (or your survivors, if you die) any time before the annuity is adjudicated. The U.S. Civil Service Commission determines the amount of the deposit. You should submit an SF-2803, Application for Service Credit, to them through your Personnel Office, if you decide to make a deposit. If you do not make a deposit, your annuity will be reduced by ten percent of the amount not deposited, including interest. "Direct Line" cannot give you complete information about your individual retirement benefits. You should contact your local personnel office and read Chapter 5 of the FAA Employee Benefits Handbook, 3800.5A, and the U.S. Civil Service Commission Pamphlet 18, "Your Retirement System." Both contain considerable information and some samples which will help in computing your annuity, and determining whether or not to make a deposit.

Question: Is a newly-selected watch supervisor in a tower required to check out in all positions of operations? In what document is this defined?

Answer: In air traffic control facilities where watch supervisors are required to operate control positions, they must be qualified and current under the specification of paragraph 67, Air Traffic Training Handbook, 3120.4B. In air traffic control facilities where watch supervisors are not required to operate control positions, they then must comply with the requirements of paragraph 112b., subparagraphs 1b or 1c of the Facility Management Handbook, 7210.3.

Question: I would like to know why the FAA would let an air traffic controller (a truly critical occupation) get drafted into the Army after spending so much money on a rigid training program so he can move up the ladder to a radar controller position.

Answer: Your question is really academic, because a recent change in the deferment system, brought about by Executive Order 11527, dated Apr. 23, 1970, ended all future draft deferments on the basis of employment. In accordance with the new Executive Order, if an employee did not have an occupational draft deferment in effect on Apr. 23, 1970, a deferment could not be issued subsequent to that date based on his employment.

Center

(Continued from Page 1)

The main task being performed in these centers—including the three with CUE—is accepting, checking and storing tens of thousands of flight plans a day, distributing them to control positions when and where they are needed, and forwarding them to adjacent control facilities. The computers also make the myriad calculations necessary to keep stored information current.

The Indianapolis system—with its three basic computer elements—is capable of handling 700 to 1,000 flights continuously. At peak periods, Indianapolis now handles between 300 and 400 flights at a time. There is, therefore, reserve capacity for partial system failures and for further expansion.

Storage capacity is over 2 million letters—or 4 million numbers. The computer can perform 170,000 additions in the time it takes a 300-m.p.h. plane to travel the length of one and a half football fields.

Workload Eased

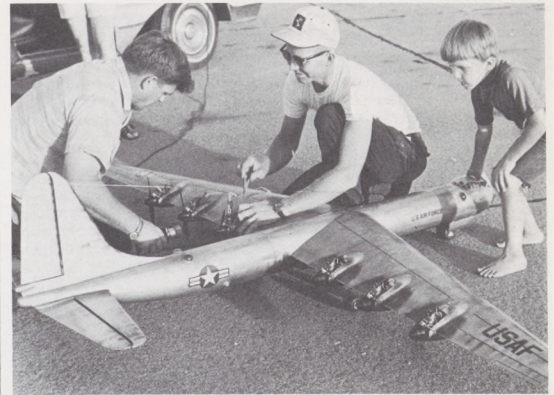
CUE equipped centers further reduce the demands on the controller's time. Changes which may take several minutes at computer-equipped centers without CUE may be made almost instantaneously, because the controller can "talk" directly to the computer from a keyboard at his position, instead of working through a central flight information position by interphone.

The controller "talks" to the computer via a small typewriter-like keyboard. The message appears, letter by letter, on a rectangular screen just above the keyboard. If the message on the screen agrees with what the controller wants to tell the computer, he simply punches an enter button and it's on the way.

The new system at Indianapolis Center is automatically linked with special information devices at the control towers and flight service stations in the center's area. This includes towers at Indianapolis, Dayton, Columbus, Charleston, Lexington, Cincinnati, and Louisville.

Centers adjacent to the Indianapolis Center area are likewise tied in to the system.

The end result is better service.



Warming Up

Specialist Walter Burgin (left) of the Ottumwa, Ia., FSS, assisted by a friend and 5-year-old son Wally, starts engines of a scale model B-36 that Burgin flew recently in radio scale competition of the National Model Airplane Championships. When throttles are advanced on all six pusher engines, it sounds like the real thing.

Scale Model of B-36 Bomber 'Fun to Fly,' FAAer Discovers

OTTUMWA, Ia.—A six-engine B-36 Bomber thundered through several landings and takeoffs recently at Oskaloosa, Ia., Airport and Walter Burgin, Ottumwa FSS Specialist, said, "I gotta admit it's the most fun airplane I've ever flown."

While it looks like the real thing flying at 500 feet, it is actually a six-engine scale model built by Burgin to enter in the radio control scale competition of the National Model Airplane Championships held recently at the Glenview, Ill., Naval Air Station.

There used to be a saying among modelers. "Aw, go build a B-36," so Burgin went and did just that. Starting with photos and drawings, Burgin developed his own plans for a B-36 built to a scale of one-half inch to the foot. The wing span of the real B-36 is 240 feet, while the realistic model has a wing span of about ten feet.

Besides investing his time, Burgin spent about \$300 for material. Only three scale models of the big bomber have been built—one of the others crashed on test flight;

the remaining B-36 model was entered in the national competition but flew without all of its engines working.

Burgin won no big awards at the meet but got the complete attention of the large crowd as all eyes were glued upwards when his plane was in the air.

Survivors

(Continued from Page 1)

By the time the broken airliner slid to a stop along the runway from its touchdown point on the approach to Runway 4-R, the six FAAers were at the plane, more than three minutes before the crash and rescue crew got there.

Della Rocca and Michael Ze-man went on one side of the torn and split fuselage; LoMeli, Parasmo, Perry and Zicaro on the other. Fuel was leaking over the wings and ground, and rescuers and trapped passengers alike felt the anxiety that a holocaust could ignite at any time. The young supervisor of S&G Field Group 197 is fluent in Italian, and he urged those passengers not trapped by chairs or by sprung wires to get out and away from the stricken jet.

Trapped Woman Rescued

Among the panic-stricken passengers, whom they encouraged calmly to evacuate the plane under their own power, a woman in her sixties was moaning, still held fast to her seat which had flipped over. She was hurt and stuck upside down in the twisted interior of the plane. John Perry and Raymond Parasmo succeeded in lifting the seat and getting the woman into one of the FAA vehicles for evacuation.

The six FAA men continued working quickly, amid pools of jet fuel spilling over the wreckage, escorting passengers away from the plane. Soon the crash and rescue teams of the Port of New York Authority and fire equipment of the New York City Fire Department arrived and took over.

Fortunately, there were no fatalities. For the prompt reaction and humanitarian action of the FAAers in going to the immediate aid of the trapped people, the six agency employees received a grateful letter from Alitalia.



Aid Powder Puffers

Winners of the 1970 All Woman Transcontinental Air Race Margaret Mead (pilot, second left) and Susan Oliver (co-pilot) are briefed on weather and route information during a stop at Dyersburg, Tenn., on their way to capturing the derby crowns. Assisting them are FS Specialist Clyde Burrow (right) and Quality Control Officer Joe Walker of the National Oceanic and Atmospheric Administration (NOAA), Memphis.

Summer Employee Honored

SANTA MONICA, Calif. — Mary Mei-Chen Lee, summertime clerk-typist at the Santa Monica GADO, recently received a Special Achievement Award for performance superior to others with similar opportunities.

She accepted her assignments cheerfully, and enthusiastically approached every job and brought it to its conclusion. Miss Lee shared equally the duties of other GS-5 Aviation Clerks, but also assisted in giving written exams, drawing on her educational background of computer programming to assist in various clerical jobs. As a result of Miss Lee's exceptional work effort, the agency realized a cost avoidance savings of approximately \$300 in clerical salaries.

William Glenn, Chief, Santa Monica GADO, was also high in his praise of Miss Lee's assistance with the GADO's public relations program.

"We have up to 200 operators and airmen in our office each week and her handling of these

public contacts has prompted very favorable comments from our visitors," Glenn said.

Miss Lee was born in Hong Kong and came to the United States with her family when she was ten. A senior at U.C.L.A., she is majoring in mathematics and studying to become more proficient in the Chinese language. She wants to teach math in the Chinese community of San Francisco.



Mary Mei-Chen Lee

New Visual Aid Solves Jets' Approach Indicator Problem

By Alex F. Garvis

WASHINGTON—A new visual aid to help keep pilots of long-body jets on the proper glide slope during approach for landing has been adopted by the FAA.

Known as the three-bar VASI (visual approach slope indicator), the equipment is specifically designed for the new long-body jets, such as the Boeing 747 and the C-5A. On these aircraft, the pilot sits high above the landing gear where he has a different angle of reference to the runway than do pilots of smaller aircraft. Pilots flying the long-body jets will use the second and third bar of the three-bar VASI for reference; pilots of smaller aircraft, the first and second bars.

The three-bar VASI will give pilots of long-body jets an added measure of safety when landing on runways not equipped with electronic instrument landing systems. It also will serve to reduce overall noise levels by keeping aircraft at the proper altitude on approach for landing.

The bi-color (red-white) VASI light box system is located alongside the runway at the touchdown or aiming point of a runway. If the pilot is on the proper glide slope, the far indicator is red and the closer one is white. If he is above

the glide slope, both boxes indicate white; if below the glide path, both are red.

This specialized three-bar VASI will be installed primarily for runways not equipped with ILS and which serve the B-747, C-5A and other similar types of long-body aircraft.

Los Angeles International Airport's runway six has been selected as the first facility to receive the three-bar VASI. Installation of the new system at Los Angeles and at other airports with a need for the system will begin as soon as funds are available.

Senior ATCs Win Softball Game Over Youths, 10-4

CHICAGO—O'Hare controllers Pete Samon, Sal Serio, John Gorman and Bud Rush organized a mid-summer softball game between the "Over 30s" and the "Under 30s" among the control tower's personnel.

Senior controller-pitcher Bud Rush bested John Gorman on the mound for the younger crew and turned in a 10-4 victory. The contest to bridge the generation gap is becoming an annual affair.



Adios, Summer Aids...

Guam Area Manager George T. Harris (left, rear) and Assistant Manager Edgar Pearson recently said "goodbye for now" to six island youths who worked as Summer Aids. They are (from left): Raymond Cepeda, Lourdes Sanchez, Elinda Cabe, Anthony Pangelinan and Mariano Aquino. Another aid, Henry Santos, is not in the picture.



Help Disadvantaged

Panel members at the recent EEO meeting at Eastern Region headquarters listen as a question is brought up from the floor. They are (left to right): William Booker, Eastern Region Civil Rights Officer; Clifford Haye, EEO Officer, HEW; Jessica Lofton, Director of Youth Opportunity Program, Queens; Josephine Gambino, Mayor Lindsay's Office; Rubin Holder, EEO Officer, CSC, New York Region; Earl Ginyard and Herbert Wilson, EEO Specialists, Eastern Region; and Macy C. Duke, president, Interracial Cooperative Group of Eastern Queens.

Communities Unite on Job Needs

NEW YORK—Eastern Region Equal Employment Opportunity recruitment specialists have added a new dimension to their community relations program by organizing a network of community organizations to combat the problem of unemployment in South Jamaica, Queens, a predominantly black community adjacent to Kennedy Airport.

A recent meeting held at the FAA regional office at Kennedy Airport attracted 63 persons representing 50 Federal, city and civic organizations. The key agenda topics were:

- Summer employment program for community youths at the high school and college levels;

- Employment of returning Vietnam veterans;

- Employment of persons underemployed or unemployed in the community;

- Relevant training to qualify applicants for available jobs in the community and federal service.

Running the meeting was a panel composed of Jessica Lofton, Director of Queens Youth Opportunity Program; Clifford Haye, EEO Officer, Department of Health Education and Welfare; Rubin Holder, EEO Officer, Civil Service Commission, New York Region; Josephine Gambino, Better Block Operation, Mayor Lindsay's office; Charles Hope, vice president of American Learning Systems; Wil-

liam Booker, Civil Rights Officer, Eastern Region FAA; Earl Ginyard, Eastern Region EEO Specialist; Macy C. Duke, President, Interracial Cooperative Group of Eastern Queens, and Calvin Williams, Consultant to the Community Steering Committee for Re-development of South Jamaica.

A discussion of the Summer Employment Program emphasized the need for positive measures to assist semi-skilled students in their transition from school to the world of work and more effective means of advising college-bound students of the opportunities existing under the Summer Employment Examination Program. Full-time and part-time employment opportunities were explored in the city, state, federal and private sectors.

The panel also discussed qualifying tests, employment procedures and special job programs such as the Worker Trainee Program, Public Service Careers Program and In-Service Training Positions. The Vietnam veterans' readjustment appointment was also explained, particularly the qualifications needed and the benefits that could accrue to the veteran under this program.

Job Fair Proposed

As a result of the interest indicated by the attendees, Eastern Region EEO Specialist Earl Ginyard proposed a job fair set for early 1971—but one with a different and positive approach that would match available skills with available jobs. This could be accomplished by surveying the skill potential of persons within the South Jamaica area and matching them with skill needs of area industries, private and public. The job fair would be coordinated with all possible sources within the community and would include Federal agencies, State Commission of Human Rights, Nassau County Executive Office, New York State Employment Service, Mayor's Task Force, Jamaica Chamber of Commerce, Borough President, New York Port Authority, Aviation Development Council and small and large entrepreneurs.

The resultant vocational training for such a gigantic undertaking needed by potential employers was discussed by a representative of American Learning Systems, who stressed the need for a consortium where all organizations could combine their energies under one umbrella organization to control and expand employment opportunities in Jamaica, Queens. The consortium concept in essence would provide minority communities with an economic key to gain control of their destinies.



Aided Air Force

Holding certificates representing a group special achievement award from the U.S. Air Force 25th Air Division for their contribution in making the division tops in maintenance achievement are FAA employees at the Mica Peak, Wash., Long Range Radar Airway Facilities Subsector (from left): Arthur D. Critchfield; Clyde F. Brookman, Jr., Spokane Sector Chief; Phillip D. Quinn; Richard L. Badgett; Keith L. Irely; and Myrthin L. Blackburn, Subsector Chief.

Air Force Cites Long Range Radar Crew for Efficiency

SPOKANE—A group special achievement award from the U.S. Air Force has been earned by FAA personnel assigned to the Mica Peak Long Range Radar Airway Facilities Subsector. The FAA facility is credited with maintaining exceptionally good working relations with the Air Force and for being a contributing factor to the 25th Air Division's winning of a Maintenance Achievement Award two years in a row.

The Mica Peak site is a unique Ground Controlled Interceptor (GCI) site within the Air Force, being the only one where radar equipment and operations facilities are not co-located.

FAA personnel assigned to Mica Peak are: Myrthin L. Blackburn, Chief; Richard L. Badgett, Arthur D. Critchfield, Keith L. Irely, Dean M. Jones, Thomas M. Leone, Edward T. McDonnell and Phillip D. Quinn.