

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

Richard Halachy
Administrator

64-27 July 7, 1964

AIRWAY LEVELS GO FROM THREE TO TWO. On September 17th, the airways route structure will become a two-layer system, the lower extending up to 18,000 feet and the jet route structure from 18,000 to 45,000 feet. Above 45,000 feet, operations will be conducted on a random basis. Elimination of the present intermediate airways structure will simplify air traffic control procedures, particularly in transition of aircraft between structures, and lessen the workload on both pilots and controllers. Alaska and Hawaii will not be affected by the change.

OPT PERSONNEL CHANGES. Charles V. Denney, Jr., PT-5, has been assigned Special Assistant to PT-30 to effect the FAA Academy survey recommendations. John di Stefano, Special Assistant to AD-1, replaces Denney as Chief, Executive Staff of OPT. Charles E. Weithoner, PT-24, will be detailed to the post vacated by di Stefano. Also, Benjamin F. Zvolanek, PT-37, becomes Assistant Chief, Training Division and Thomas J. Creswell, PT-23, becomes Chief, Regional Training Branch.

SRDS ENGINEER SOLVES "PROBLEM." Henry H. Butts, RD-320 electronic engineer, may well have solved the problem of what to do about "problem" airports that have terrain features limiting the full potential of existing Instrument Landing Systems. Butts is credited with developing the Capture Effect Glide Slope which, when combined with the standard ILS, provides the pilot with more reliable and precise guidance and more definite "fly up" indications at altitudes below the normal approach path. The Agency has applied for a patent on the system, naming Mr. Butts as the developer. The Capture Effect Glide Slope is now in operation at Duluth, Minn., Knoxville, Tenn., and Tempelhof Airport, West Berlin, Germany.

\$50,000 SAVING. The Agency has received Department of Defense concurrence on Installation and Materiel's plan for rotating emergency readiness combat meals stored at Centers and relocation sites. The Defense Subsistence Supply Office will handle the rotation before the meals become overaged, an arrangement that will save the Government some \$50,000 a year.

IT'S NOT TOO LATE. If you are still claiming the same number of payroll withholding tax deductions as you did last year, you might be in for a surprise when it comes time to settle your account with Uncle Sam for income earned in 1964. Internal Revenue Service recommends dropping (not claiming) one or more deductions to make allowance for the major changes in tax liabilities and the withholding rate resulting from the Revenue Act of 1964 -- the tax cut. The withholding rate dropped from 18 per cent to 14 per cent in March under the Act. The result: some wage earners will be "under-withheld" and will wind up the year owing taxes, quite a change from previous years when two out of three received refunds. Details are available from payroll personnel.

SOMETHING FOR THE CONTROLLER. A contract amounting to \$1,659,460 for data filter equipment has been awarded the Raytheon Co., of Wayland, Mass. Data filter equipment will permit air traffic controllers to select or withhold information for display on the radarscope, such as aircraft altitude, position, identification, etc. This equipment, to be designed, developed and manufactured by Raytheon, includes four common filters and 20 display filters with adapter units for supplying information to composite displays from multiple radar sites. Deliveries will be made between November 1964 and March 1965 with the initial shipment installed at NAFEC for in-service evaluation.

OUR MAN IN BRAZIL. In his latest letter-report Robert R. LaQuay, equipment specialist in SRDS's Airport Systems Branch, announced that the approach lighting system (ALS) in Porto Alegre, Brazil, is ready for checkout. LaQuay, on three-weeks temporary assignment to supervise the installation, is working in close cooperation with the local chief of the project, Brazilian Air Force Lt. Arantes who received training at the FAA Academy and at NAFEC. The Porto Alegre installation is the first in Brazil and will be used as a prototype for other systems at São Paulo and Rio/Galeão Airports.

HONORS FOR COL. RANDALL. Col. Wilmer A. Randall, USAF, Chief, Communications Division, AT-300, was presented the Legion of Merit by Deputy Administrator Grant on June 26, for exceptionally meritorious performance of duty while serving as Assistant Chief of Staff for Communications and Electronics for Joint Task Force Eight during the period November 20, 1961 - November 5, 1962, when nuclear tests were held in the South Pacific.

TYPHOON DAMAGES MANILA. Typhoon Winnie, passing over Manila on June 30, closed the International Airport, took the roof off FAA's field inspection district office and satellite aircraft maintenance base, and flooded the radio equipment, rendering it inoperative. The Pacific Region advises that there were no injuries to personnel. Estimates for resumption of operations were three to five days.

NEW PC BUILDING DUPLICATES HQ. Space allocation of the new 10-floor regional office building in Honolulu follows the Washington headquarters concept. Branch chiefs and above will have private offices centrally located, while section chiefs, technical, administrative and clerical personnel will work in open areas close to the windows.

NAFEC MANAGER WINS AWARD. William F. Harrison, Manager of NAFEC, was presented with a Special Service Award by the First Region of the Civil Service Commission for outstanding cooperation in support of the Federal merit system. Lawrence H. Baer, CSC regional director, presented the award and gave credit to Harrison for the success of the annual conference of the Federal Personnel Association of New York and New Jersey held in May in Atlantic City.

THE PAY BILL. The new pay bill is close to becoming law. Passed by both the House and Senate it now goes to the Senate-House conference committee for adjusting a few differences—for example, the date the raises become effective. The House version makes the raises effective the first pay day after enactment, which is expected to be late in July or early August. The Senate version would make it retroactive to July 1.

THAT GREEN STUFF AIN'T HAY. Dulles International Airport's verdant expanses produced an unexpected cash crop when Paul Crouch, Haymarket, Va., agreed to pay the Agency \$500 for the privilege of mowing 2,500 of the airport's 10,000 acres. Crouch intends to market the hay, after he converts it into a mulch, to mushroom growers in Pennsylvania. He will use his own men and machinery to keep the field barbered during a 120-day contract that will carry him past the growing season. The deal also saves the Agency considerable housekeeping money.

AVIATION INSURANCE CONSULTANT HIRED. Clarence Pell Jr., aviation insurance authority, has been retained by FAA Administrator Halaby as a consultant to assist the Agency in its efforts to combat airline sabotage and to improve the proficiency of general aviation. "Both matters obviously concern the public welfare," the Administrator said, "and the question of insurance should be studied most carefully to determine the extent of its effect upon these problems... We also need more information and advice on whether lower insurance rates, if possible, would serve as an incentive to the average pilot to improve his flying skills..." Since 1933 there have been 18 world-wide known or suspected airline bomb incidents, of which nine occurred in domestic carriers in the United States. Seven of these were fatal accidents, and insurance has been established as a possible factor in five.

HIGH AND HOT. Advisory Circular No. AC 90-14, Altitude-Temperature Effect on Aircraft Performance, has been published and is in the process of distribution. Basically, it is a rewrite of Flight Standards Service Release No. 463, published June 19, 1962.

DISCIPLINARY HANDBOOK DISTRIBUTED. A handbook on conduct and discipline is being distributed to all facilities throughout the Agency. It contains standards of conduct expected of employees and supervisors, disciplinary measures available to management, guides for avoiding conflicts of interest and for assessing penalties, and the Agency's emphasis on constructive discipline in lieu of punitive action.

HUGHES' 'COPTER CERTIFICATED. A Type Certificate was issued to Hughes on June 30 for their model 369 turbine-powered helicopter. It is one of three helicopters entered in the U. S. Army light observation helicopter competition.

MAKING A GOOD IMPRESSION. Following a request by SRDS, Southwest Region engineers have just completed installation of a runway "impression fence" at Houston Airport. Developed originally by the Air Force, the fence consists of two rows of frangible styrofoam stakes set in the over-run area ahead of the runway threshold. The fence serves to provide the pilot with a better visual cue in judging his touchdown point, thereby preventing the possibility of undershooting. It is particularly effective when slow, flat final approaches are made; the fence appears vertical only when the approach is dangerously low. After evaluation at Houston it is probable that a similar installation will be made at Duluth Airport later this summer.

NEW COURSES GUIDE CAREER DEVELOPMENT. The Civil Service Commission and operating Federal agencies will conduct over 300 training courses to meet career development needs for upwards of 17,000 Federal employees in the Washington area through the interagency training program during the next year. The courses, 50 of them newly developed, are described in the 1964-65 Interagency Training Programs Bulletin. Those interested in seeing the bulletin should contact the Employee Development Officer. The CSC doesn't distribute bulletins to individual employees.

NEW EXHIBIT IN LOBBY. The Flight Standards Service Operations/Maintenance exhibit, initiated by FS-440, is on display in the headquarters exhibit room just off the main lobby. It was recently shown at the Reading Airshow, has been reviewed by more than 4,000 people and has received favorable comment from the aviation industry and general aviation pilots.

DOD AND GSA BUS SERVICE. Bus service to the Department of Defense and the General Services Administration is now available to FAA personnel on official business. DOD buses provide transportation to the Pentagon and Main Navy. They may be boarded at the northeast corner of 6th and Independence, which is a "flag-stop" so be alert and signal the driver. Buses for the GSA Central Office at 18th and E Sts., N.W. leave from the GSA Regional Office Building at 7th and D Sts. Tickets or tokens and schedule information may be obtained from the receptionist in the lobby.

PREFLIGHT SCHOOL FORMED. The pilot ground school sponsored by the FAA Flying Club met June 30 for the first of ten consecutive Tuesday classes. Meetings are held in FAA Headquarters Conference Rooms 910 A, B, and C from 8:00 P.M. to 10:00 P.M. Parking privileges via the 9th Street entrance are available after 5:30 P.M. Call Ext. 25333 for more information.

EVERYBODY LISTEN. The supplement to the FTS Telephone Users Guide, the white covered pamphlet distributed in connection with Order HQ 1770.2A, Official Long Distance Telephone Calls, instructs the user--under the heading of General Instructions, and all through the succeeding pages--to dial 100 if the city desired is not listed. THIS DOES NOT APPLY TO FAA WASHINGTON HEADQUARTERS. Because headquarters is on the "Worth" switchboard, it is necessary only to dial "0" to get the operator. The "100" applies to those not on the "Worth" exchange--Dulles, WNA, and many other government offices.

MILITARY INTELLIGENCE. FAA's 9th floor library has a comprehensive collection of military publications for the use of headquarters personnel. Available for the asking are Air Force letters, manuals, pamphlets, regulations and related publications in the management, administrative, personnel, electronic, training, medical and technical fields; DOD specifications, military handbooks, federal specifications, qualified products lists and Air Force-Navy aeronautical standards. Also on hand are approximately 300,000 DOD electronic equipment nomenclature cards giving the characteristics and functional description of the complete group, and the major components of each set. Other need-to-know military publications and engineering data can be obtained upon request. Call HQ-630, Ext. 25248-49.

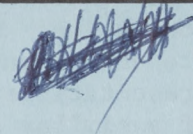
SCHOLASTICALLY SPEAKING. Mary Healy, HQ-2, was named Chairman of the Scholarship Committee of the Department of Agriculture's Graduate School. The Committee met recently and selected 46 Government employees for scholarships which will be offered in the School's 1964-65 semesters. Selectees, including two from FAA, will be notified of their good fortune by the Graduate School.

AIR CARRIER INFO LISTS MERGED. FS-400 has consolidated the former "Red Book" and "Air Carrier Address List." Information includes listings of names and addresses of all air carriers and operators; air carrier and operators by CAR Part under which they operate; equipment by carrier and type, and other related data. Six master copies are available for reference or loan.

LOST, BUT FOUND. One pair of glasses in a black leather case were found in the auditorium after the June 16 awards ceremony. Call Ext. 27808.

INTERCOM

FEDERAL AVIATION AGENCY

 *J. R. Halaby*
Administrator

64-28 July 14, 1964

TOP MANAGERS TO MOVE. About September 1, 1964, Lloyd W. Lane, Deputy Director, Flight Standards Service, will become Manager, Aeronautical Center, and Clifford Walker, Chief, Flight Standards Division, Southern Region, will become Deputy Director, Flight Standards Service in Washington. These executives bring to their new positions years of experience and a wealth of knowledge gained from varied Agency assignments in which they have performed outstandingly.

CONTROLLER MORALE. Administrator Halaby was asked to comment at a July 7 press conference on the general state of morale in air traffic control. He pointed out that FAA controllers were a dedicated group and that in the past six years they have been consistently upgraded with more pay increases than almost any other group within the Government. Moreover, he said controllers have been provided with new and improved working quarters and a steady stream of new equipment. The Administrator also said that FAA was trying to get early retirement for controllers, thinking it appropriate and proper in view of their kind of work.

FLENER GRADUATES WITH HONORS. The Air War College named William M. Flener an outstanding student of the College's 1964 class. Flener has been Assistant Chief, Operations Branch, Air Traffic Division, Western Region. Following the recommendation of the Executive Personnel Board, the Administrator is reassigning Mr. Flener to Airports Service in headquarters as part of the Agency's career development program.

ADVERTISING CONTROL OF HEALTH PLANS. Stiffer rules have been drafted by the Civil Service Commission for insurance carriers in advertising their Government employee health plans to Federal workers. The pending rules changes are intended to prevent exaggerated advertising claims regarding the merits of the more than 40 competing Government employee health insurance plans. Object of the rules changes, says the CSC, is to afford employees a clearer choice to make up their own minds as to which plan to enroll in, stay with or change to.

SIMULATOR CUTS TRAINING TIME. The Agency and the USAF have concluded an agreement whereby FAA pilots will take one-day training courses twice a year in an Air Force C-135 simulator at Bergstrom AFB, Austin, Texas. The pilots, 36 in all, are stationed at the Jet Surveillance Field Office at Tinker AFB, Oklahoma City, Okla. Sherman E. Daugherty, Theodore D. Coakley and Edward A. Bray will lead the parade, entering training in the first week of August, and will be followed by another batch of three later in the month. When the program gets rolling, six men per month will "fly" the simulator. Use of the simulator reduces training and proficiency time on the C-135 from 330 to 200 hours.

FLIGHT STANDARDS HAS A WINNER. The Agency's Mechanical Reliability Reporting (MRR) system continues to be a star Flight Standards attraction. Latest to look it over were Carl F. Schmidt, a private aviation consultant, and Charles R. Dean, of Marcon, Inc., who came to Washington to see how it could be used for analysis of the reliability of VT-107 helicopter systems. They are on assignment for the Flight Safety Foundation. MRR furnishes computer processed rapid exchange and retrieval of data on mechanical breakdowns which occur in air carrier operations. Last month, representatives of the British Air Registration Board studied the system to see if a similar set-up would work in England.

ARTS IN THE ATLANTA TOWER. SRDS and IMS are installing the Advanced Radar Traffic Control System (ARTS) in the Atlanta control tower. This is the system that displays letters and figures on the face of the radarscope. Target date for completion is mid-October. The ARTS project has created considerable interest within the entire aviation community and many inquiries have been received from persons wishing to see the system in actual operation. Visitors will be welcome after field appraisal tests are under way some time after January. Ground rules for visitors will be announced in a later issue of INTERCOM.

PREFAB CABS. The first prefabricated airport traffic control tower cabs in FAA history--33 of them--have been ordered under a \$1.5 million contract from Canadair Ltd., of Montreal. Unit price averages \$35,522. The contract is also the first issued by FAA to carry a value engineering incentive clause which allows the contractor to submit cost reduction proposals. If the proposals are adopted, savings will be split 50-50 between the contractor and the Government.

PROPOSED RULE WITHDRAWN. A Notice of Proposed Rule Making which would have lowered the floor of Area Positive Control from 24,000 to 18,000 feet over a large portion of the country has been withdrawn. In view of the comments received, FAA concluded that further study of operations and operational requirements in the 18 to 24,000 foot strata was required.

CAROLINA 'COPTER CONCLAVE. The Agency was represented at the second annual Popular Rotorcraft Association International Fly-In at Raleigh/Durham, North Carolina Airport (June 26-29) by three Flight Standards rotorcraft experts. "Copter qualified FAAers, Ward B. Masden, FS-5; Juan K. Croft, FS-442 and Melvin R. Hanson, FS-445, were among the 500-plus who attended the meet. Representatives came from as far away as England, Canada and the West Indies. Twenty-one amateur-built helicopters, gyroplanes, and gyrogliders were on display. Those coming from more than 200 miles away were towed to the scene and made airworthy within minutes.

FELLOWSHIP WINNER RETURNS. George J. Lanka has returned to duty in the Office of Policy Development after a year at Harvard. Mr. Lanka last year was chosen by the National Institute of Public Affairs, Washington, D. C., as the FAA recipient of the 1963-1964 Career Education Award. The award included a year of graduate study financed by the Ford Foundation.

GARAGE SPACE. Employees holding permanent parking space in the garage must give HQ-340 advance notice whenever such space will be vacant for three or more days. Reason: Such space can be assigned temporarily to someone else and maximum utilization realized from the garage. The permit need not be returned during these periods.

SHARP NEEDLE AND STRONG THREAD. The Agency has received formal notification from Lockheed-Georgia Company of its intent to modify its C-141A Model 300 by extending the fuselage 23.3 feet. This proposed lengthened version of the C-141A is intended to fill a potential need expressed by various air freight lines. This configuration is seen as the key action in an anticipated seven-fold growth in air cargo during the next decade. Lockheed expects the C-141 to operate from medium size fields with a maximum take-off weight of 366,000 pounds.

LOW COST ILS ADOPTED. FAA's low cost instrument landing system has been adopted as standard by the Agency Review Board. Beginning in FY '66, this system will be installed at designated high priority Category II airports as well as low priority Category I airports. Component parts of the system can be expected to perform in excess of 5,000 hours without failure.

VORTAC PROGRAM NEARS COMPLETION. The Agency has awarded close to \$17 million in contracts for the purchase of ground navigation equipment. A \$13.3 million contract went to the Raytheon Mfg. Co., of Lexington, Mass.; the other, a \$3.52 million order to ITT Federal Laboratories, Nutley, N. J. ITT will begin deliveries in July, 1965 and Raytheon deliveries will begin in June, 1966. Commissioning of the final units delivered under these contracts will complete the implementation of the VORTAC system throughout the 50 states.

PURDUE AIRS HIGHER EDUCATION. Because of the increasing pilot shortage, Purdue University announced that it will offer a two-year course combining flight and instrument training with general college studies. The program will lead to an associate degree in applied science and is intended to qualify students as commercial instrument-rated pilots for employment in general aviation or for advanced training in transport type aircraft.

ALL ABOARD.... There are 14 spaces available on the 1964 chartered European flights for eligible FA Club members. Ten are for transportation only, leaving Dulles International Airport for London either August 26 or 27 and returning either September 30 or October 1. Round trip, \$210. Make checks payable to FA Club Travel Committee, and send them to Mrs. Mildred K. Rice, 1583 Mt. Eagle Place, Alexandria, Va. Four spaces are available on the Spain/Portugal conducted tour leaving Dulles August 26 and returning September 30. For information on this one call or write Mrs. Carmen Crickman, 5206 Westwood Drive, Washington 16, D. C. Telephone - OL 2-6464.

AWARDS AND REWARDS. Forty-nine employees in Flight Standards Service recently were awarded quality within grade increases or sustained superior performance awards. Those receiving QWGI's were: Stanley W. Henceroth, Gordon W. Becker, Theodore C. Brient, Helen H. Quinn, Robert J. Auburn, James E. Dougherty, Wilbur H. Stout, Myrna Dotson, George S. Buchanan, Evelyn T. Anderson, Robert E. Bell, Lowell L. Davis, Joseph A. Ferrarese, Gladys N. Hepner, John M. Hughes, William W. Jarrell, Mildred M. King, Frederick C. Larson, James M. Leslie, Curtis A. McKay, Sara L. Shaffer, Evelyn M. Sterling, Thomas F. Walsh Jr., Clifford L. Weaver, Amelia M. Zarnesky and Raymond A. Shepanek. SSP's went to: George B. Adkins, Leo T. Clark, Maxwell L. Maslyn, R. H. Van Alst Jr., Pauline C. Womble, Ann M. Stonnell, Seth J. Converse, Ruth C. Kennedy, Albert A. Vollmecke, Katherine Stinson, Henry H. Osborne, William J. Husic, Henry W. Anderson, Vera J. Hines, Edith T. King, Loring G. Craymer Jr., Billie B. Duncan, John L. Haynes, Helen G. Mauenschild, Eula A. Lett, Ruth S. Saghatoleslami, Melvin R. Hanson and Marie McAllister.

WHADYA' READ? That the Library subscribes to about 500 periodicals? The latest copies are displayed on the racks in the reading room for perusing on the premises, but FAAers can borrow back issues. Employees may also have certain titles routed to them by sending a request to the Chief of the Library Services Division, HQ-600.

MEDICAL EXHIBIT IN LOBBY. The Agency's traveling Aviation Medicine exhibit is now on view in the headquarters exhibit room just off the main lobby. The four-panel display, built in 1960, has been "on the road," appearing at professional gatherings such as the Aerospace Medical Association meeting in Chicago; the Colorado Health Fair, Denver; the Harris County Health Fair, Houston; The Delaware Health Fair, Wilmington, Del.; and the Aerospace Medical Association meeting at Atlantic City. A new exhibit is currently in preparation.

SKYSEEING POPULAR DIA ATTRACTION. Increasing numbers of weekend visitors to Dulles International Airport are succumbing to the urge to see how it looks from aloft. As of June 28, two months after helicopter "skyseeing" flights around the airport started, 728 persons have clambered aboard the 7-place S-55 'copter for a 7-minute look-see. Several weeks later a 6-place Bonanza was placed in the sight-seeing circuit, flying much the same route, and as of June 28 had carried 478 passengers. Tariff in both aircraft is \$3 with the service expected to continue through the last weekend in September.

THE DAILY MAIL. Mail for the regions should go first into an envelope properly addressed to the destination office. Then it should be placed in a messenger envelope and sent to the HQ mail room from where it will be dispatched, in a sealed pouch, directly to the regional office for which intended. This practice will save time for mail room personnel and speed mail delivery.

WEST COMMENCES NEW CAREER. Cdr. Frank J. West, FS-27, was given his certificate of retirement from the U. S. Navy and a letter of appreciation from the Agency by Deputy Administrator Harold W. Grant on June 30. Commander West had been the operations specialist evaluating near mid-air collision reports. He expects to make Washington his home and will go to work for the Stanwick Corp., Washington, D. C., sometime in August.

BAD BREAK FOR JOANNE. Joanne P. Patrick, FS-452, playing third base for the FAA Girls Softball Team, was bowled over by a base runner in a recent game with the Federal Housing Administration and sustained a broken leg and ankle. She is recuperating from her injuries at her home. Anyone desiring to perk up her morale is invited to send cards or letters to: 1101 Cambria St., Nanty Glo, Pa.

CONTROL TOWER ON VIEW. A scale model of FAA's new standard IFR control tower is on view in the exhibit room on the first floor. This is the type scheduled to be installed at airports requiring towers higher than 60 feet.

MRS. WINSLOW TO RETIRE. Mrs. Golden M. Winslow, secretary to the Chief, Propulsion Branch in Flight Standards Service, is retiring July 31, after more than 30 years of Federal service. Mrs. Winslow entered Government service in September 1918 and remained until February 1923 when she entered private industry. In 1938 she came to the CAA and remained until 1942 when she went to work for the Navy Department. She returned to the CAA in 1946. The greatest portion of her service in FAA has been in the Propulsion Branch.

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F E D E R A L A V I A T I O N A G E N C Y

J. R. Halaby
Administrator

64-29 July 21, 1964

TOP EXECUTIVE TO RETIRE. John M. Beardslee, Director, Central Region, retires from the Agency September 1, 1964 after 36 years of outstanding service to the FAA in a variety of key positions. Edward C. Marsh, Deputy Director, Western Region, was selected by the Administrator to become Director, Central Region, upon Mr. Beardslee's retirement. Mr. Marsh has served the Agency in three regions as well as Washington headquarters during his 27 years with CAA/FAA.

CENTER CONSOLIDATION. At 12:30 A.M., July 5, 1964, the last remaining sectors of the Detroit Air Route Traffic Control Center were consolidated with the Cleveland ARTCC, completing the Center Consolidation Program in the Eastern Region. Transfer of functions was accomplished in record time with no complications.

GOLD STAR FOR MANAGEMENT. Top management in Installation and Materiel Service and Systems Research and Development Service recently teamed up to develop new contract procedures that not only will save time and money but also will eliminate a mountain of paperwork. The new procedure was applied in a joint IMS and SRDS contract involving \$2.4 million for three items of VHF and VHF/UHF transmitters and two kinds of audio amplifiers. What makes this contract different? Both prototype and production models will be procured under a single agreement. In the past, prototype articles were produced under one contract, and then the full negotiation cycle had to be fired up again for production items. This frequently resulted in awards being granted to different firms. The tightened up contract procedure insures that valuable knowledge gained from prototype development will be applied to production models since both will be made by the same firm. SRDS will manage Phase I -- prototype development; immediately after acceptance, IMS will take over Phase II -- management of production article procurement.

ADMINISTRATOR NAMES DEPUTY GENERAL COUNSEL. Robert L. Randall, a Washington, D. C., lawyer, has been named Deputy General Counsel. For the past 11 years Mr. Randall has been associated with a Washington law firm. He reported for duty with the Agency July 20.

FINAL REPORT: KENNEDY LIBRARY CAMPAIGN. Deputy Administrator Harold W. Grant, FAA chairman for the John F. Kennedy Memorial Library Fund campaign which ended June 15, recently handed over to Postmaster General John A. Gronouski a check for \$29,410.50 representing contributions from 21,919 FAAers. Reports from the field indicate additional funds are en route to headquarters. PC's 90 per cent participation moved it to the top of the totem pole.

REGIONS TO HANDLE TERMINAL AIRSPACE. Responsibility for airspace assignments in terminal areas has been transferred from FAA's Washington headquarters to the Regional Offices. However, Washington will retain authority to designate restricted areas and other special use airspace and will continue to handle airspace assignments for en route purposes and outside the three-mile marine boundary.

JUST IN CASE... Following long-standing instructions spelled out in Section 302(e) of the Federal Aviation Act of 1958, the President signed an Executive Order describing the transfer of Agency functions to the Department of Defense in time of war. This order specifies in some detail the kind of transfer the President feels would be suitable if, in the event of war, he decides to exercise the transfer authority of the Act. It requires FAA and DOD to "prepare and develop plans, procedures, policies, programs and courses of action..." to carry out their wartime responsibilities. The order also requires DOD and FAA to "make such arrangements and take such actions" under existing legal authorities as necessary to provide for a smooth wartime transfer in the event one is made, and to insure that "essential national defense requirements will be satisfied during any...period of national emergency."

VOICE RECORDERS REQUIRED. Under new FAA rules, a device to record communications within the cockpit and between crew and ground facilities will be required in installation in jet and turboprop aircraft weighing more than 12,500 pounds by July 1, 1966 and in pressurized four-engine piston planes by Jan. 1, 1967. While the regulation, which becomes effective Sept. 2, 1964, requires continuous operation of the recorder from preflight check through final check, it will retain only the last 30 minutes of conversation. The voice recorder will supplement the flight recorder which has proved invaluable in determining the probable causes of accidents.

TEAMWORK BOOSTS PROJECT PREFLIGHT. Consolidation of Agency maintenance bases is 75 per cent complete and should be wound up by the August 30 target date. Progress is a tribute to the professional skills of the field, PT, MS, IM, BU and others who have resolved difficult problems. Praise, too, goes to many loyal employees and their families who moved to new locations.

BOLT FROM THE BLUE. FS-300 reports that the first known incident of a parachutist injuring a person on the ground happened at a skydiving meet at Charlotte, N. C. Spectators trespassed on the airport in the drop zone and one 'chutist decked a man for the ten count.

NEW STANDARDS FOR BLACK BOX INSTALLERS. Regional IM representatives are in Washington for two weeks ending July 25 to assist OPT and IMS in completing work on draft position classification standards for Agency electronic installation technicians. They are Ralph C. Grossman, AL; James C. Ray, CE; Herbert Ross, EA; William E. Olson, PC; Haskell G. Williams, SO; Maurice H. Gross, SW; and Charles R. Dickow, WE. Representing headquarters are: Seymour Gettman, PT-22 and Walter Hayhurst, IM-115.

NEW AIRCRAFT SERVICES FACILITY CHIEF. Vincent G. Sanborn, FS-50, was selected to be Chief, Aircraft Services Facility, Atlantic City, N. J., effective July 19.

FOR FAST, FAST, FAST DATA. A new high-speed precision tracking facility went into commission at NAFEC earlier this month following dedication ceremonies presided over by Joseph D. Blatt, RD-1, and John C. Mercer, NA-100. Called "Extended Area Instrumentation Radar," it provides improved accuracy, reliability and speed in handling aircraft position data collected in test and evaluation projects. The radar has a 14-foot parabolic antenna reflector which locks on to the aircraft, tracks it automatically, and feeds three-dimensional position data in analog form to a plotter. The data also is transmitted through a coordinate converter to digital recording on magnetic tape. One particularly valuable feature is the immediate availability of data for processing in the Center's computer, resulting in considerable savings of time and money. The radar's maximum effective range is 190 nautical miles.

SAVINGS BOND ROUNDUP. New or increased subscriptions to savings bonds through the payroll plan during the 1964 campaign totaled nearly 12,000 with 7 of 12 reporting areas exceeding 200 per cent of goals. The Aeronautical Center again led the Agency in over-all participation; 90 per cent of its employees buy bonds. EA signed up the largest number--2,499 and PC reported the highest percentage--411. Final reports show the following percentages of campaign goals attained: PC-411; SO-350; HQ-276; AC-270; EA-227; CE-212; SW-210; WE-177; BNCA-162; AL-140; EU-117; NAFEC-67.

REGIONAL TRAINING CHIEFS MEET. Regional training officers have concluded a week-long conference at Washington headquarters. Associate Administrator for Administration Alan L. Dean highlighted the program by reviewing the training officers' role as key advisors to Regional Directors and Center Managers on all training matters.

LBJ'S FOR HIRING EX-PEACE CORP MEN. President Johnson has asked all agencies to take advantage of the experience of Peace Corps returnees and use them as a recruitment source for Federal career service positions. By October 1964 over 3,000 volunteers will have completed their service in the Corps. OPT is working with field personnel offices to develop a plan to use this personnel source. Officials with vacancies to fill should contact their personnel offices regarding availability of such candidates.

GOOD DEAL FOR FALLOW PILOTS. Veteran Administration records show that over 300,000 private pilots and 169,000 commercial pilots received training under the G. I. Bill of Rights. FAA's "Statistical Handbook of Aviation" shows active commercial pilots to be 96,047 as of January 1, 1963. Inactive pilots who received VA-sponsored training are now being sought by AOPA which proposes to rekindle their aviation interest by offering them up-to-date refresher flight training.

HAZARD CONFERENCE SLATED. FS-100 and NAFEC have developed plans for an FAA-Industry conference at NAFEC September 9-10 on carbon monoxide hazards associated with faulty cabin air heaters. Information will be exchanged and programs discussed to reduce CO hazards. Invitations were sent to regional offices and industry.

HINK GOES TO AIR UNIVERSITY. Lynn L. Hink, WE, was selected as the Agency's candidate to attend the 1965 Air War College class of Air University, Maxwell Air Force Base, Ala., beginning August 10, 1964. Clay Hedges, CE, is the alternate.

MOONLIGHTERS NOTE. The FA Club's summer special is a dance and cruise down the Potomac to Marshall Hall on the river boat DIPLOMAT. The boat departs Pier 4 on Maine Ave., S.W., at 8:00 P.M. this Saturday. It will return at 12:00 midnight, allowing one hour ashore at the amusement area. Tickets are now available from your Club representative. Members \$2.00, guests \$3.00.

BURNED UP. Careless smokers are damaging expensive wooden desks. In the past few months some 25 of them have been marred by cigarette burns with repairs averaging \$8 each for a total cost to the Agency of approximately \$200. Common courtesy--as well as economy and safety--should remind FAAers to use ash trays that are provided.

CARPE DIEM. Chapter 1, Paragraph 5, of the U. S. Government Correspondence Manual states that the appropriate date will be added to a letter when it is signed. A review of outgoing mail discloses that this is not always the case at headquarters. Correspondence with wrong dates confuses the reader and creates an unfavorable impression of the FAA. Personnel are asked to make certain that all letters carry the date they are actually signed.

REASSIGNED. Lieut. Col. Neal H. Roach, U. S. Army, is en route to Korea after completing a three-year assignment as air traffic control operations specialist with the Research Division at NAFEC. He has been assigned to Eighth Army Headquarters where he will serve as Army Aviation Plans and Training Officer.

AWARDS AND REWARDS. The Systems Maintenance Service recently honored 16 of its employees. Sustained Superior Performance Awards went to John W. Huffman, Beverly J. Craft, Robin P. Hutzell, Patricia A. Myers, Marjorie A. Jackson and Eurna P. Gass; Quality-Within-Grade Increases were won by P. DeForrest McKeel, Raymond G. Smith, Robert N. Craig, Harry R. Ledington, Samuel R. White, Wanda L. Kirkpatrick, Katie C. Sedell, William B. Wass, Gilbert P. Christiana and John H. Martini. Installation and Materiel recognized Sara E. Young, Ruth M. Belaska, and Pasquale Vacchio with QWGs; Cleopatra Varella, Dan Alperin, Clair C. Cook, Edythe Grebe, Sherrand Krasna, Mont E. Strickler, Carol L. Coffey, Charles R. Williams and Anna M. Bowers with SSP awards. In the Office of Management Services, George A. Rudiger, and Gordon T. Hey received SSP awards.

AFTER THE SURVEY. Several things have been added to the fifth floor snackbar for the convenience of HQ personnel--an additional service bar, pastry dispenser, hot and cold drink machines and an oven warmer. Chalk up points for the attitude survey which turned up these needs.

INTERCOM

FEDERAL AVIATION AGENCY

FAA Library *J. E. Halaby*
Administrator

64-30 July 28, 1964

JUL 28 1964

A POINT OF CLARIFICATION. The White House announcement of the approaching retirement of Lieut. Gen. Harold W. Grant from the United States Air Force has no bearing on his present position as Deputy Administrator of the Federal Aviation Agency. General Grant was appointed Deputy Administrator of the FAA by President Kennedy on Feb. 1, 1962. The appointment was confirmed by the Senate on February 20th. Since General Grant was appointed Deputy Administrator of the Federal Aviation Agency by the President, only action by President Johnson can affect his future with the Agency. The FA Act of 1958 which established the FAA, stipulates that if the Administrator is a former regular military officer, his Deputy must be a civilian. If the Administrator is a civilian, his Deputy may be a military man on active or retired status. Since N. E. Halaby, the Administrator of the Federal Aviation Agency, is a civilian, General Grant had the choice of serving as a retired officer or remaining on active duty. He chose to remain on active duty. As Deputy Administrator he reports only to the Administrator and to the President. General Grant has now been on active duty as an Air Force officer for 35 years. The law stipulates that an officer must retire from military service after this length of time. General Grant's status as a Presidential appointee places him in an entirely different category from other military officers temporarily detailed to the FAA.

SMALL BUSINESS? The Small Business Administration announced a proposal to increase the size standard for retail aircraft dealers from \$1 million in annual sales to \$3 million. The size standard would apply only to eligibility for SBA loans. The change was urged by industry representatives who felt that the \$1 million standard was too low.

SUGGEST, SUGGEST. Nov. 30 marks the 10th anniversary of the Government Employees Incentive Awards Act. The Civil Service Commission plans a nation-wide observance, climaxed by the presentation of special honorary awards to selected Federal employees whose suggestions have benefited the Government. Get YOUR suggestion in to your supervisor or recognition and awards coordinator today and gain national recognition for yourself and the Agency.

AIR-TAXI TIPS. Advisory Circular 120-14, Air-Taxi Operators and Commercial Operators of Small Aircraft, is being printed and is scheduled for distribution Aug. 15. In addition to clarifying FAR Part 135, the circular gives illustrated non-regulatory information about operations/limitations and aircraft en route performance.

REMINDER. Recently the White House restated the President's views prohibiting Federal participation in segregated meetings and assemblies. Federal Aviation Agency Order CS 3300.1, paragraph 4c, is repeated here for the information of all employees: "Attendance at Segregated Facilities or Meetings Prohibited. An Agency employee shall not attend or participate as a representative of the Agency, or authorize another to so act as a representative, at any event, meeting or organized activity conducted at a public or nonpublic facility, if the facility or sponsoring organization practices discrimination based on race, color, creed or national origin."

PERT PROGRESS. The Alaskan Region is planning to apply PERT (program evaluation and review techniques), using automatic data processing equipment, for scheduling and control of installation projects in that region. One project, critical in time and cost, is replacement of the airport control tower at Anchorage, destroyed last March in the earthquake. As one of the first official applications of PERT/ADP in the FAA, progress reports and accumulated cost data are to be furnished periodically by AL-1 to the Associate Administrator for Development, the Installation & Materiel Service and the Office of Management Services.

NO NEED FOR CARBON HERE. Chalk one up for FS-200's new flight inspection report forms. Printed on NCR (no carbon required) paper, these forms speed up clerical handling and may be completed in flight by crew members. The forms, complete with instructions, should be available to regions Aug. 3-7.

ATTENTION WW I AVIATION BUFFS. Do you know anyone in FAA who has restored, is restoring, or flying a WW I military aircraft? FAA HORIZONS plans to run a story on WW I military aircraft, both Allied and Central Powers, and would like to feature FAA people. Photos and details are solicited. All material submitted will be returned. Write to: Editor, FAA HORIZONS, Federal Aviation Agency (ID-40), 800 Independence Ave., S.W., Washington, D. C. 20553.

FOREIGN NATIONALS TO ATTEND ACCIDENT SCHOOL. The Agency and CAB concurred on attendance by foreign nationals at the National Aircraft Accident Investigation School in Oklahoma City. First invitations go to Mexico and Australia through the Department of State for one participant each in the class starting Sept. 9. Instructions to personnel named by their governments will be worked out jointly by FAA/CAB.

FS-300 BOOSTS AVIATION. FS-300 supplied Howard University's aviation workshop with information and several publications for use in its summer course. This aviation workshop is unique in the Washington, D. C. area. The division also filled a request from Lansing, Mich., for materials for a secondary school and junior college aviation teachers' summer workshop. See "FAA Goes to School" in July's FAA HORIZONS.

INSTANT CHARITY. A one-shot combined charity drive among some Government employees will be made this fall instead of the usual three individual drives during the year. As part of a test to see if this system should apply throughout the country, the following cities will participate: Dover, N. J.; Macon, Ga.; San Antonio and Fort Worth, Tex.; Chicago, Ill.; Minneapolis and St. Paul, Minn.; Bremerton, Wash.; and Washington, D. C.

CLUB BUGS TO PLUG CLUBS. An FAA Flying Club Managers Four-Day Seminar, conducted by the Office of General Aviation Affairs, will meet at the FAA Academy Aug. 19-22 to discuss organization and operation of flying clubs. The first two days will be limited to Agency personnel; industry will be invited to participate during the last two days. See PT 3000.15, June 12, for more information.

CONFERENCE RESCHEDULED. Because of a crowded calendar, the quarterly Program Review Conference has been rescheduled. It now will be held the week of Sept. 28 at Washington headquarters.

REVISED ATC MANUAL READY FOR PRINTER. Any day now the presses will start rolling out the Third Edition of the ATC Procedures Manual, popularly known as the controller's "Bible." The new manual (AT 7110.1B), in revised format and plain language, will be distributed in September and will become effective in early November.

ICAO GETS TOUGH WITH ROUGH AIR. The Council of the International Civil Aviation Organization has set aside four five-day periods per month during December 1964 and March, June and September 1965 to study the causes and distribution of high altitude turbulence. During each period, turbine-powered civil aircraft flying above 20,000 feet will report turbulence to special centers. Results of the program will be analyzed by the meteorological services of Argentina, Australia, France, India, Japan and the United States.

CREDIT WHERE CREDIT IS DUE. When the July 21 issue of INTERCOM published at Headquarters in Washington, D. C., went to press with the roundup of the recently concluded Savings Bond campaign, final figures from NAFEC had not been received in the Field Services Branch of MS-400 and were not reflected in the totals given. NAFEC reports it actually achieved 105 per cent of its goal and not 67 per cent as reported. Center personnel increased their subscriptions by 232 against a total goal of 220. Congratulations, NAFEC.

TEAM ACTIONS ANALYZE PROBLEMS. Two new one-week courses, "Management Effectiveness Through Team Action" and "Management Problem Analysis and Decision Making" will be given this fall at the Hotel Moraine, Highland Park, Ill. The "decision making" course starts Sept. 13 and "team action" follows on October 4. Get details from local PT training officers.

SCHOLARSHIP WINNERS. Two HQ men were among the 46 Government employees awarded scholarships to the U. S. Department of Agriculture Graduate School for the academic year 1964-65. Kenneth Fink, Concessions Management Officer, HQ-332 will enroll in either management or law, Alfonso T. Glover, Jr., Mail Services Branch, HQ-353, plans to study chemistry.

OVERSIGHT CORRECTED. The Office of the General Counsel and the Office of Management Services were omitted inadvertently from the list of organizations scheduled to receive U. S. Treasury citations for exceeding 200 per cent of minimum goal in the 1964 savings bond campaign. The list was included in Notice HQ. 3700.5, "Operation Security Results." Included with those who will receive individual citations are: William R. Winston and Jerome Forrest, HQ-300; Stanley W. Henceroth and Virginia L. Jackson, FS-10; George E. Orange, FS-500; Mae A. Lapane, AM-7; Elma P. Hampshire, Lucy W. Griffin and Lorraine F. Drewry, CA-610; Sally M. Hilleary, CA-500; Leroy McCauley, Curtis F. Walters, Charles Briscoe and John Davian, CA-120; Merle E. Whitmer, CA-210; Robert L. Scott, Donald M. Schwentker, and Gerald F. Krassa, GC-20; Thomas W. Reilley, GC-40; Dorothy M. Jefferson and Helen P. Sirca, GC-50; and Joseph R. Crist, IM-80.

FS-550 ON 30-DAY BIVOUAC. FS Aircraft Services Division's office area in Hangar 6 at WNA is being remodeled. Temporary digs are set up on the hangar's second floor for the next 30 days. Operations will continue with the same telephone numbers.

AWARDS AND REWARDS. Quality Within Grade Increases or Sustained Superior Performance Awards were granted the following Air Traffic Service employees: William H. Andrews, Bonnie Branum, Sandra Bray, Bille R. Capell, James C. Cooper, Mercedes S. Cooper, Robert H. Cox, Barbara Cunningham, W. Thomas Deason, Russell J. Frick, Vera Heacock, Harold B. Helstrom, James A. Holtzclaw, Virginia Hudak, Victor W. Kowalczyk, Rosalie Latoche, James A. Loebach, Louis H. McCaughey, Carol Poldiak, Judith Rasberry, Chester D. Ridgeway, George Robertson, Charles Stephenson, Glen D. Tigner, James B. Watson, Charles H. Williams, and Judith Wilson. In addition, a Group Service Award was given to Frederick J. Bauer, Millard F. Bohler, Patsy Buchanan, Melnee Grant, Grant G. Gilkey, Thomas S. Grieg, William L. Kleem, Donald W. McCombs, William Nail, Milton Wassman and Lawrence R. Whited. In the Office of Headquarters Operations: Donald L. Dunlap, Dana L. Scott, Ruth Hall, Margaret Hall, Yolanda M. Dematteo, Patricia J. Buchanan, Patricia Smith, and Sandra Ewing received Sustained Superior Performance Awards. HQ also adopted and approved cash awards for suggestions submitted by: Walter J. Lander, Edythe C. Schumacher, Robert F. O'Neil, John A. Ransom, Leonarda M. Perlman, Edward M. Burstein, Mollie C. Rockwell, Nancy C. Morys, Alef C. Kennedy, Robert H. Lewis, E. Elizabeth Cassidy and Josephine P. Coiner. And from Flight Standards: Ralph S. Kriebel, Daisy C. Honodel, and Barbara R. Jessee received Sustained Superior Performance Awards.

INTERCOM

FEDERAL AVIATION AGENCY

FAA
AUG 3 1964
N. E. Halaby
Administrator

AGENCY TO TEST NEW LOOK IN FSSs

August 3, 1964

SPECIAL EDITION

Technical Processing
Branch, HQ-610

The Senate Appropriations Subcommittee for Independent Offices this week released testimony of N. E. Halaby, Administrator of the Federal Aviation Agency, regarding the Agency's proposed modernization plan for its Flight Service Stations.

Halaby appeared before the Subcommittee on June 10 and explained the proposed modernization program in a general presentation on the Agency's 1965 Fiscal Year budget estimates. A list of Flight Service Stations scheduled for full-time and part-time operation under the proposal was submitted to the Subcommittee at that time. Mr. Halaby earlier had presented the plan in detail to the Subcommittee on Transportation and Aeronautics of the Committee on Interstate and Foreign Commerce, United States House of Representatives. The Committee has not released its report of this hearing.

The modernized system would be implemented after June 30, 1965, the end of the current fiscal year. It would provide full air-ground communications coverage over the entire nation with a network of 154 Flight Service Stations and 67 Combined Station/Towers as compared to the present system that requires 297 stations and 61 Combined Station/Towers. FAA would continue to provide terminal services at the 137 locations by two new types of terminal facilities -- one manned and the other unmanned.

The manned terminal facility, called a MANICOM Flight Service Station, would operate during the hours of greatest activity at its location, would be staffed by one or two FAA flight service specialists, and would be linked to the nearest hard core FSS. The unmanned facility, known as an Airport Information Desk (AID), would be linked with the nearest Flight Service Station by direct telephone lines. Current weather data and other information necessary for a safe flight planning would be available at both of these facilities.

International Flight Service Stations and Flight Service Stations and Combined Station/Towers located outside the continental United States would not be affected by the proposed program. Although it is not stated in Mr. Halaby's testimony, the FAA will test the proposed plan to determine exact equipment and personnel needs and procedures and services before implementing the program.

The two new type facilities will be field tested to determine the best method of handling terminal services at each of the 137 locations. The tests will be conducted for three to six months at selected airport locations around the country. MANICOM tests will be conducted at some present FSS locations and AID tests will be made at locations where no service now exists.

The proposal would enable FAA to eliminate between 500 to 600 Flight Service Station positions. Adjustments in personnel would be carried out over a three-year period with qualified employees given opportunities insofar as possible for reassignment and transfer to other duties within FAA. Full advantage also will be taken of normal personnel attrition.

Dollar savings from the proposed program would be at least \$3 million a year even after paying for the remoting costs.

The Administrator said that the FAA had explored the possibility of extending MANICOM and AID services to a number of airports not now served by a Federal facility.

HARD CORE FLIGHT SERVICE STATIONS (154)
AND NEW COMBINED STATION/TOWERS (6) IN THE 48 STATES

ALABAMA -- Birmingham; Dothan; Mobile; Montgomery; Muscle Shoals; ARIZONA -- Phoenix; Prescott; Tucson; ARKANSAS -- Pine Bluff; Texarkana; CALIFORNIA -- Arcata; Bakersfield; Blythe; Daggett; Fresno; Los Angeles; Oakland; Paso Robles; Red Bluff; Sacramento; San Diego; Santa Barbara; COLORADO -- Denver; Grand Junction*; Trinidad; CONNECTICUT -- Windsor Locks; DISTRICT OF COLUMBIA -- Washington; FLORIDA -- Crestview; Ft. Myers; Gainesville; Jacksonville; Key West*; Miami; Orlando; Tallahassee; Tampa; Vero Beach; GEORGIA -- Albany; Atlanta; Savannah; IDAHO -- Boise; Burley; Idaho Falls*; ILLINOIS -- Joliet; Quincy; INDIANA -- Indianapolis; South Bend; IOWA -- Des Moines; Mason City; KANSAS -- Garden City; Goodland; Salina; Wichita; KENTUCKY -- Louisville; LOUISIANA -- Alexandria; New Orleans; MAINE -- Augusta; Houlton; MARYLAND -- Salisbury; MASSACHUSETTS -- Boston; Nantucket*; MICHIGAN -- Detroit; Marquette; Saginaw; Traverse City; MINNESOTA -- Alexandria; Hibbing; Minneapolis; MISSISSIPPI -- Greenwood; Jackson; MISSOURI -- Cape Girardeau; Columbia; Kansas City; Springfield; St. Louis; MONTANA -- Billings; Butte; Great Falls; Miles City; Missoula*; NEBRASKA -- Grand Island; Lincoln; North Platte; Scottsbluff; NEVADA -- Elko; Las Vegas; Lovelock; NEW JERSEY -- Teterboro; NEW MEXICO -- Albuquerque; Farmington; Roswell; Truth or Consequences; Tucumcari; NEW YORK -- Albany; Buffalo; Islip; Massena; NORTH CAROLINA -- Hickory; New Bern; Raleigh; NORTH DAKOTA -- Dickinson; Grand Forks; Minot; OHIO -- Cincinnati; Cleveland; Columbus; Findlay; OKLAHOMA -- Gage; McAlester; Oklahoma City; Tulsa; OREGON -- North Bend; Portland; PENNSYLVANIA -- Altoona; Bradford; Harrisburg; Philadelphia; Pittsburgh; SOUTH CAROLINA -- Charleston; Greer; Florence; SOUTH DAKOTA -- Huron; Pierre; Rapid City; TENNESSEE -- Crossville; Knoxville; Memphis; Nashville; TEXAS -- Abilene; Alice; Amarillo; Austin; Dallas; El Paso; Houston; Lufkin; McAllen; San Antonio; Wichita Falls; Wink; UTAH -- Cedar City; Hanksville; Salt Lake City; VERMONT -- Montpelier; VIRGINIA -- Charlottesville; Newport News; Roanoke; WASHINGTON -- Bellingham; Seattle; Spokane; Walla Walla; Wenatchee; WEST VIRGINIA -- Charleston; Morgantown; WISCONSIN -- Green Bay; LaCrosse; Milwaukee; WYOMING -- Casper*; Rock Springs; Worland

*Combined Station/Towers

STATIONS IN THE 48 STATES FROM WHICH FLIGHT SERVICES WILL
BE PROVIDED ON A PARTIAL AND/OR PART-TIME BASIS AFTER JUNE 30, 1965 - (137)

ALABAMA -- Anniston; Tuscaloosa; ARIZONA -- Douglas; Yuma; ARKANSAS -- El Dorado; Fayetteville; Harrison; Walnut Ridge; CALIFORNIA -- Crescent City; Imperial; Marysville; Montague; Needles; Palmdale; Salinas; Stockton; Thermal; Ukiah; COLORADO -- Akron; Eagle; Lajunta; FLORIDA -- Melbourne; Pensacola; GEORGIA -- Alma; Brunswick; Macon; Valdosta; IDAHO -- Malad City; Mullan Pass; ILLINOIS -- Rockford, Vandalia; INDIANA -- Fort Wayne; Lafayette; Terre Haute; IOWA -- Burlington; Cedar Rapids; Ottumwa; KANSAS -- Chanute; Dodge City; Emporia; Hill City; Manhattan; Russell; KENTUCKY -- Bowling Green; London; Paducah; LOUISIANA -- Lafayette; Lake Charles; Monroe; MAINE (Old Town) -- Bangor; MAINE -- Millinocket; MICHIGAN -- Houghton; Jackson; Lansing; Pellston; Saulte Ste. Marie; MINNESOTA -- Redwood Falls; Rochester; MISSISSIPPI -- McComb; Meredian; MISSOURI -- Joplin; Kirksville; Vichy; MONTANA -- Bozeman; Cut Bank; Dillon; Lewistown; Livingston; NEBRASKA -- Chadron; Imperial; Omaha; Sidney; NEVADA -- Ely; Tonapah; NEW HAMPSHIRE -- Concord; Lebanon; NEW JERSEY -- Millville; NEW MEXICO -- Carlsbad; Deming; Grants; Las Vegas; Zuni; NEW YORK -- Elmira; Glen Falls; Poughkeepsie; Utica; Watertown; NORTH CAROLINA -- Elizabeth City; Rocky Mount; NORTH DAKOTA -- Jamestown; OHIO -- Dayton; Youngstown; Zanesville; OKLAHOMA -- Ardmore; Hobart; Ponca City; OREGON -- Baker; Redmond; The Dalles; PENNSYLVANIA -- Dubois; Erie; Philipsburg; Wilkes Barre; Williamsport; SOUTH CAROLINA -- Anderson; Myrtle Beach; SOUTH DAKOTA -- Aberdeen; Watertown; TENNESSEE -- Dyersburg; Jackson; TEXAS -- Childress; College Station; Cotulla; Dalhart; Fort Worth; Galveston; Junction; Midland; Mineral Wells; Palacios; UTAH -- Delta; VIRGINIA -- Danville; Richmond; WASHINGTON -- Ephrata; Hoquiam; Toledo; WEST VIRGINIA -- Bluefield; Elkins; Huntington; Martinsburg; Parkersburg; WISCONSIN -- Eau Claire; Lone Rock; Wausau; WYOMING -- Laramie; Rawlins; Sheridan

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FEDERAL AVIATION AGENCY

FAA Library
J. R. Halaby
Administrator
AUG 4 1964

64-31 August 4, 1964

PROJECT FOCUS TEST RESULTS ANNOUNCED. Based on results obtained from field testing of Project Focus and following a full discussion of these experiences during the recent Regional Directors Conference in Washington, Administrator Halaby has asked that each Regional Director plan for the establishment of Area Offices under the direction of Area Managers.

It is expected that this plan will provide for from three to five such area offices per region throughout the contiguous 48 states. The Alaskan, Pacific and European regions are not part of this plan.

Regional Directors in the five regions affected have been given two months to develop detailed plans for establishing area offices in their regions. These plans will then be submitted to Washington headquarters for final review, which is expected to take another six weeks. At the conclusion of this review, decisions will be announced by the Administrator as to what actions are to be taken to implement this program to strengthen the sub-regional organization of the Agency. Until final review of the regional plans is completed, no final action will be taken as to the implementation of an Agency area management system.

Project Focus, a comprehensive test to determine the most appropriate field organization below the regional office level was conducted in five regions. Separate "live tests" were conducted in the Eastern, Southern, Central, Southwestern and Western regions from October 1, 1963 to March 31, 1964. The basic objective of this study has been to achieve the most efficient and effective management and coordination of those FAA operations conducted through field offices and facilities, to assure a high standard of service to the public, and to permit the effective exercise of leadership and authority as close to Agency field offices and facilities as practicable. Decisions on recent and current test arrangements have been left to the Regional Directors.

1,900 NEW TRANSMITTERS ORDERED. FAA has awarded three contracts totaling \$2.4 million for 1,900 modern radio transmitters and amplifying equipment. One for \$1.5 million went to Collins Radio Co. of Cedar Rapids, Ia., for 800 50-watt UHF and 900 50-watt VHF transmitters; another for \$232,708 to Wilcox Electric Co., Inc. of Kansas City, Mo., for 200 8-watt VHF transmitters, and the third for \$647,859 to Orbitronics, Inc., of Denver, Colo., for four and six-channel amplifiers. The new transmitters will have frequency stability for 50 kc separation between communications channels. They will be installed in towers, centers, flight service stations, and remotely controlled air/ground communications facilities.

ALASKAN PERSONNEL REVIEW. OPT's Program Evaluation Staff will start a three-week review of personnel management programs in AL on Aug. 24. The survey team will be headed by Edward M. Burstien, PT-93.

CLEAR TO LAND. Washington National Airport's 6,870-foot north-south instrument runway is back in business with a new surface, touchdown zone and center line lighting system. The major resurfacing project, which started May 1 and ran through July, shifted main runway traffic to the 5,212-foot northwest-southeast runway and to the 4,724-foot northeast-southwest runway as work progressed. The renovation caused surprisingly little loss in operations. With only one runway available during most of May and June, airline operations decreased less than three per cent and total aircraft operations less than five per cent, compared with May and June, 1963. May 1964 passenger movement increased almost 11 per cent over May 1963, from 462,804 to 513,544.

CEREMONY IN ICELAND. Deputy Administrator Lt. Gen. Harold W. Grant, USAF, and Glenn E. Goudie, Deputy Director, SM, are representing the FAA today in a ceremony at Reykjavik, Iceland. Planned by the Government of Iceland, the affair commemorates completion of Phase 2 of the USAF/FAA/ICAA air safety program. The program was initiated in 1958 to improve air/ground/air communications throughout Iceland, to install an ARTCC at Reykjavik, and to commission various navigational aids throughout the country. An interesting sidelight is that Gen. Grant, representing the USAF, and FAA Administrator Lt. Gen. Elwood R. Quesada, initiated this same air safety program in Iceland five years ago to the day.

GA SPREADS THE WORD. As part of FAA's aviation education program, teachers from 108 colleges and universities throughout the nation have received help from the Agency. This assistance, coordinated by GA's Aviation Education Division, varies from education consultation assistance in program planning to providing speakers, field trips and general aviation information materials. GA-30 also provided direct help to nearly 40 nation-wide educational institutions this summer.

PRESIDENT PROCLAIMS ICA MONTH. President Johnson last week proclaimed that December will be International Civil Aviation month and urged appropriate observance at all levels of Government and within the aviation industry. A committee chaired by Chester C. Spurgeon, OA-7, is making arrangements with five U. S. Government agencies comprising the Interagency Group on International Aviation to develop a national program for the 1964 observance.

THE "BOOM" IS JUST AN ECHO NOW. It's much quieter now in Oklahoma City. Last Thurs., July 30, the Agency concluded its six-month-long, scientifically controlled, inquiry of public acceptability of sonic boom. The Oklahoma City study was undertaken to determine if the public in general will accept booms of the level now predicted for U. S. and foreign-manufactured SST's expected to be in airline service in the 1970's. Total number of booms generated by supersonic aircraft over Oklahoma City in the 26-week study, at the rate of eight a day, exceeded 1,250. The Oklahoma City sonic boom study had been conducted by the FAA with its prime Government partners in the national supersonic transport program, the Department of Defense and NASA. Air Force supersonic F-101, F-104, F-106 and B-58 aircraft generated the booms.

AIRMAN CERTIFICATION ON UPSWING. A 15 per cent increase in airman certification activity for FY '64 is reflected in the number of written examinations administered. There were 113,753 exams given, compared with 99,048 in FY '63.

SEE US AT THE FAIR. A Government Printing Office committee chose FAA's Private Pilot's Handbook of Aeronautical Knowledge; Pilot's Radio Handbook; Written Examination Guide, Airline Transport Pilot; Path of Flight, and A Citizen's Guide to Aircraft Noise for display at the New York World's Fair. The Agency's publications are among 79 selections making up the representative government publications exhibit in the U. S. Pavilion.

STARS FOR AL-2. The Deputy Director of the Alaskan Region is now Brigadier General Ralph G. Taylor, USAF. General Taylor was promoted from Colonel on August 1, and was "pinned" with silver stars by Major General James C. Jenson of the Alaskan Air Command and FAA Regional Director James G. Rogers.

SEMI-AUTOMATIC ATC GETS CLOSER. A contract for \$3,091,322 has been awarded the International Business Machine Corp., of Rockville, Md., for an off-the-shelf central computer complex, a major element of the projected semi-automatic air traffic control system. The computer will be incorporated into an engineering model of the system at NAFEC during the late summer or fall of 1965, and SRDS hopes to have the first field installation of the semi-automatic system in operation some time in 1966.

LABOR-MANAGEMENT RELATIONS CHIEF NAMED. William W. Heimbach was appointed Chief, OPT's Employee-Management Cooperation Staff, effective July 30. Heimbach was formerly with the Westinghouse Electric Corporation for 11 years and last served as assistant director of labor relations.

LBJ CITES SM AT PRESS CONFERENCE. Among the Governmental gains in productivity singled out by President Johnson at his press conference last Saturday was the FY '64 gain of six per cent by FAA's Systems Maintenance organization.

WHEN IN DOUBT, DON'T BAIL OUT. A change in FAR 91 was signed by the Administrator July 15. It permits aerobatics, without all aircraft occupants being required to wear parachutes, during flight tests for pilot certification when such tests are given by a certificated flight instructor. The aerobatics include spins and other unusual positions required for the rating.

NEW AGENCY SAFETY ENGINEER APPOINTED. Joseph C. Caldwell, SW's Safety Engineer, was selected through the Agency's merit promotion plan to replace Thomas J. Creswell as Agency Safety Engineer. Creswell moved to OPT's Training Division as Chief, Regional Training Branch.

"GIMME A NINETY TO THE RIGHT..." Safety Education Pamphlet No. 4B, "Let's Check the Check Ride," is off the press and being distributed to GADOs, ACDOs, FAA approved flying and ground schools, and in bulk to each regional flight standards division for redistribution to pilot examiners. Reproduced from a FLYING MAGAZINE article, the folder gives tips to both the "giver" and "taker" of aircraft check rides.

FAA FLYING CLUB LOGS 1ST ANNIVERSARY. Over 70 FAA Flying Club members use aircraft based at Hyde Field for business and pleasure. Organized Aug. 1, 1963, the club offers free regular ground school instruction to anyone interested in learning more about aviation. There is no obligation to join the club in order to attend the school. Ground school classes started three weeks ago and a limited number of additional students may still be admitted. For more information, call Ext. 25333.

BON VOYAGE. You can still make it to Europe this summer. Some space is still available for eligible FA Club members on flights leaving Dulles International Airport for London Aug. 26 or 27, returning Sept. 30 or Oct. 1. Round trip is \$210. Make checks payable to FA Club Travel Committee and mail to Mrs. Mildred K. Rice, 1583 Mt. Eagle Place, Alexandria, Va. Phone after office hours: TE 6-9231. Deadline Aug. 15.

FIRE DRILL TOMORROW. A fire drill and building evacuation test is scheduled for 800 Independence Ave. Wednesday Aug. 5. As the fire gongs sound, close safes, gather personal items--particularly purses, and leave the building via the nearest stairway. Move quickly but do not run. FAA wardens, wearing red hats and red arm bands, will assist you. The escalator between the second and first floor may be used, BUT DO NOT USE THE ELEVATORS AS THEY ARE BEING RESERVED FOR HANDICAPPED PERSONS. Leave the building at the ground floor--do not go to the basement--and assemble on the grass across "C" Street or Independence Avenue, observing the traffic rules on the way. Stay there until notified by the wardens. Elevators will be in service for the return. Additional information can be found in Order HQ 1900.2

WORK FAST ON THIS ONE. The FA Club is offering tickets to "Becket" (Ontario Theatre) at a 25 per cent discount. Offer is good until Aug. 10. Pick up blanks from Toni McIntyre, Room 430, before time runs out. Everybody welcome.

"PASS IN REVIEW" In ceremonies held last Friday, in the Administrator's conference room, Deputy Administrator Lt. Gen. Harold W. Grant, USAF, presented retirement orders and certificates to the following Air Force officers: Col. Hiette S. Williams Jr., FS-103; Lt. Col. Patrick B. Clark, IM-330; and Lt. Col. Wesley G. Bedrick, DA-2.

SECURITY REMINDER. Relocation sites are classified installations. Before you plan to visit one, give the Compliance and Security Staff, HQ-10, at least one week's advance notice. Exceptions are made only for office or service heads holding practice emergency exercises. See Agency Order HQ 1600.1 for full details.

FORMS. As an aid to employees concerned with originating and designing forms, GSA Optional Form 13, the Form Design Guide Sheet, is now available at the self-service store. While on the subject of forms, HQ's demon statisticians have found that issuance has increased by 35 per cent since the store opened; also that frequent shortages occur because shoppers take too many at one time. If employees will limit themselves to a two-week supply of any one kind, no one need be frustrated by the sight of empty shelves.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

R. Halaby
Administrator

64-33 August 18, 1964

PAY BILL HIGHLIGHTS. FAA's effective retroactive date for all pay raises will be July 5. Only those GS employees on the rolls the day the bill was signed by the President will get the retroactive pay, with two exceptions: Employees who retired during the retroactive period, and the families of employees who died during that period will get the retroactive increase for service up to the date of retirement or death. The bill directly affects all Agency GS employees and a few top executives. It does not cover wage board personnel whose pay for many years has been regularly adjusted based on local surveys.

The bill establishes five levels of executive compensation and places six FAA executive positions in these levels as follows: Administrator, Level II, \$30,000; Deputy Administrator, IV, \$27,000; three Associate Administrators and the General Counsel, Level V, \$26,000. It also authorizes the President to place 60 additional positions in Levels IV and V; 30 of these within five months of enactment. The FAA Act authorizes the Administrator to set the pay for 23 employees, outside the provisions of the Classification Act ("Specials") up to a rate no higher than GS-18. Under the new pay bill, he may now set their rates up to \$24,500. The Administrator also has authority to set the rates of 20 scientific and professional research positions at no higher than that maximum rate. Higher rates authorized by the Administrator for employees in both categories went into effect Aug. 16.

The pay bill also authorizes a rate adjustment of certain GS-15s promoted to GS-16 and 17 since Jan. 5 because of upper step inconsistencies. Additionally, the bill provides new authority for heads of agencies to recruit candidates of "unusually high or unique qualifications" at rates above the first step for positions in grades GS-13 and above, with the approval of the CSC in each case.

For those employees who become entitled to a higher rate of life insurance, increased deductions begin for the pay period in which the bill is signed. However, the higher insurance coverage is effective from the date of signature. Employees who died before that date are covered by the old amount of insurance.

SCORE ON "SCORE." Savings estimated at \$500,000 and benefits worth \$2 million or more will result from improved air traffic controller staffing concepts developed under FAA's Project SCORE. The savings stem largely from reduced overtime and holiday pay costs for controllers. The \$2 million is the value placed on improved manpower utilization achieved from more efficient work schedules developed from improved forecasting methodology by hour - day - week - month. This adjustment more efficiently utilizes the controller's working hours by providing better coverage during peak traffic periods while concurrently allowing time for training, briefing, relief and leave. As demonstrated in the facilities where it is in effect, SCORE gives controllers more weekends to themselves--instead of working five out of seven, they now work three to four out of seven. SCORE is an acronym meaning "Systems, Control, Operations, Resources, Effectiveness," a manpower study launched in 1962.

LBJ SIGNS PAY BILLS. President Johnson signed into law last Friday the Federal employee pay raise (See Intercom #32, Aug. 11). Also signed into law was the dual compensation bill under which retired military regular commissioned and warrant officers can receive full civil service pay, plus the first \$2,000 of military retired pay plus half of the remaining retired pay, if any. Retired reserve officers and all enlisted men are exempt from dual pay limitations. Also exempt are regular officers retired for combat disability. Regular officers now working for the Government may elect to remain under the old system (receive a maximum of \$10,000 combined retired pay and salary) or come under the new law. Military retirees coming under the new law will no longer be placed automatically in the veteran preference sub-group and be given preference over career non-veteran civil servants during layoffs. They will not receive retention credits for years of military service unless the service was performed during a war or in any campaign for which a campaign badge was issued. Generally, the same limitations apply to the crediting of military service for annual leave purposes. Except for those retired for combat disability or who are employed by Nov. 30, 1964, leave credits will be limited to service during a war, campaign or expedition. A section that applies to all civilian employees permits them to take one or more Federal civilian jobs in cases where the total pay doesn't exceed the basic rate for 40 hours in any single week.

CAT ON THE HIGH JET ROUTES. A \$92,486 contract to buy ten devices for detecting and recording temperature variations in air masses, which may be associated with clear air turbulence (CAT), has been awarded by FAA to Litton Systems, Inc., Woodland Hills, Calif. The equipment will be installed in jet transponders operated by U. S. air carriers to be selected with the cooperation of the Air Transport Association. Flights will be chosen on the basis of routes flown between 29,000 and 41,000 feet, the altitudes where CAT is most often encountered over the North American continent.

LANGER TO NEW MS POST. John Langer is the new OMS Executive Officer. He has been with the Agency since 1959, coming here from a two-year stint with the Airways Modernization Board. Until his new appointment, Langer was assistant chief of the Management Analysis Division, OMS; since March its acting chief. A Princeton graduate--A.B. 1950--Langer was an FAA nominee for the William A. Jump Memorial Award in 1962.

DEFENSE READINESS "WRING OUT I." An Agency Headquarters defense readiness exercise was held in the Washington headquarters all last week. Basic objectives of the exercise were to test plans and procedures which included the deployment of key personnel to assigned areas and testing communications required to support continuity of executive direction during national emergencies. During the week, more than 2,300 employees attended lectures and presentations on Defense Readiness and Civil Defense, and all employees participated in an evacuation drill to the fallout shelter.

UNIVAC UPDATED. The first computer updating equipment for UNIVAC-equipped air route traffic control centers has been delivered to the Washington Center. Installation is expected to be completed this week. The remaining three UNIVAC-equipped centers will get the equipment soon, beginning with Cleveland, where it will be installed early in September. Boston and New York will follow.

MS TEAMS LOOK OVER WE. Two teams of the Systems Maintenance Service Evaluation Staff recently returned to Headquarters after a three-week swing through the Western Region that had "Team A" operating in the relative lowlands around Oakland, Calif., while "Team B" clambered around Donner Summit and Francis Peak in the Rockies. H. Wayne Pinnock, SM-420 and Alexander V. Klosek, SM-100, of "Team A" examined employee and technical problems in the Salt Lake and Reno SM Districts, while "Team B" members Carlos P. Marcum and Carlton A. Keys, Both SM-100, studied maintenance support requirements of air route traffic control equipment and personnel in the Oakland SMDO. Raymond G. Smith, SM-100 joined the teams after the first week in the field and the two teams combined for the final week which was devoted to interviews and discussions with regional officials in Los Angeles.

1965 APPROPRIATIONS. On Aug. 14 the Senate approved the Independent Offices Appropriations Bill which included \$724,374,000 for the Federal Aviation Agency. Next step is the President's signature and the Bill becomes law. (INTERCOM #32)

NEW EMPLOYMENT COURSE. OPT has distributed Equal Employment Opportunity Course outlines and summaries to regions and centers for use in supervisory training. A tape recording by Dr. Harold O. Lett, National Conference of Christians and Jews, on "Responsibilities of Equality of Opportunity" accompanies the course.

REPORT GUIDEBOOK AVAILABLE. The Reporting Systems Management Branch, MS-320, has released the 1964 catalog of FAA recurring reports (Order MS 1340.4A). The 110-page index tells by what authority, when, on what form (if any) and from whom reports are required. Copies are available through normal distribution channels.

PEOPLE ON THE MOVE. The Agency announced that June passenger traffic at Washington National Airport totaled 526,735, a gain of 9 per cent over June 1963, despite extensive runway work. June also was Dulles International Airport's biggest month to date with 84,328 passengers, a gain of 27 per cent over June 1963. For the 12 months ended June 30, the combined total for the two airports was 6,577,976 passengers, an increase of 22 per cent over FY '63.

GOODBYE, PHOENIX. On August 20 the last units of the old Phoenix air route traffic control center will transfer to Albuquerque. Left to complete the center consolidation program are New Orleans and San Antonio which, some time in 1965, will be combined at Houston.

RE ADP. The Deputy Administrator has directed that the ADP capability of the FAA be developed and operated within the framework of an integrated Agencywide system making optimum use of all ADP resources of the Agency. In line with this policy (OA 1370.1), the ADP facilities at the Aeronautical Center are being consolidated into a single computer organization under the Office of the Manager.

NAGE MAKES DEBUT IN EA. The Agency has granted formal recognition to the National Association of Government Employees for air traffic control specialists in en route and terminal facilities of the Air Traffic Division, EA. The chief, Air Traffic Division, is the management official in charge of this unit.

STUDENT EMPLOYEES. Fifty-seven students from 39 colleges, representing 10 states and the District of Columbia, are working at summer jobs in FAA headquarters. They are electronic engineer trainees, clerks, clerk-typists, stenographers, laborers, research assistants, library assistants, and one management analyst. For 10 of the group it is the second time with FAA. On August 11th they were given a two-hour briefing on the Agency and some of its current activities. Speakers were Edward W. Stimpson, GA-10, who is also White House Seminar Coordinator; Cecil Mackey, Director, Office of Policy Development; and Ronald W. Pulling, Systems Planning Division, Airports Service. The program closed with an address by the Administrator who told the students that if they were interested in jobs that combined challenge with the opportunity to serve their fellow men, they should first finish their school work and then seek employment in the federal service--FAA or elsewhere.

BACK FROM THE CONGO. James Koehler has returned from Leopoldville and is assigned to FS-300. Koehler was employed as air inspector, Air Division Headquarters, UN Organization in the Congo and received a letter of commendation from the UN upon completion of his tour of duty.

COMING AND GOING IN SRDS. Three military officers changed billets earlier this month with Col. Donald H. Higgins, USAF, completing his assignment with SRDS, and Col. Douglas M. Peck, USAF, and Lieut. Col. Charles R. Albright, USA, assigned to SRDS. Colonel Higgins will attend the Industrial College of the Armed Forces, Ft. McNair, Washington, D. C., during the coming academic year. Colonel Peck, who replaces Higgins, comes to FAA after a three-year tour as Chief and Deputy Chief, Air Defense Division, Director of Operations, at the Pentagon; Lieut. Col. Albright, formerly Chief, Aviation-Avionics Division, Electronic Systems Directorate in Arlington, assumed command of the Military Coordination Staff.

AWARDS AND REWARDS. In the Systems Maintenance Service, Sustained Superior Performance Awards went to: William Huffman, Beverly J. Craft, Robin P. Hutzell, Patricia Ann Myers, Marjorie A. Jackson and Eurna P. Gass. Quality Within-Grade Pay Increases were presented to: P. DeForrest McKeel, Raymond G. Smith, Robert N. Craig, Harry R. Ledington, Samuel R. White, Wanda L. Kirkpatrick, Katie C. Sedell, William B. Wass, Gilbert Christiana and John Martini. In the Office of the General Counsel, Stanley J. Green received a cash award for his suggestion regarding a simplified method for preparing copies of Notices of Proposed Rule Making and final rules for the Administrator's signature; Beatrice Kaplan a Quality Within-Grade Increase, and Dorothy Jefferson and Oscar Shienbrood Sustained Superior Performance Awards. Also, Curry S. Pickens of the Office of International Aviation Affairs and Sue Frances Silverman from the Office of Information Services received awards--Pickens, a Sustained Superior Performance Award; Miss Silverman, a Special Service Award.

BALLENZWEIG RETURNS. Emanuel M. Ballenzweig, RD-131, is back at his desk after a five-month temporary assignment in the Office of Federal Coordinator for Meteorological Services, a group established under the Department of Commerce and representing 12 major Government organizations. The Federal Coordinator, Robert M. White, who is also Chief of the United States Weather Bureau, commended Ballenzweig work as Secretary for the Interdepartmental Committee for Applied Meteorological Research.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

J. R. Halaby
Administrator

64-35 September 1, 1964

INCREASED RATES/INCREASED BENEFITS. An increase in benefits will accompany the November 1 increase in premium rates for participants in most of the Federal Employees Health Benefits Program. For example, in the Government-wide Service Benefit Plan (Blue Cross/Blue Shield) the high option bi-weekly payroll deduction will be increased by .81¢ for a self-only enrollment and by \$2.06 for self-and-family enrollment. At the same time, hospital care will be increased from 120 to 365 days for each confinement; doctor's hospital visits will increase from 120 to 365 days, and in maternity cases, the regular basic hospital benefits will be provided instead of the present \$118 allowance. Also, the Civil Service Commission has scheduled an unlimited open season from February 1-15, 1965. During this period, eligible employees may enroll or change plans, options or types of enrollments. You can get complete information from your Health Benefits Officer.

PAY FOR PERSONAL PROPERTY LOSSES. Legislation was completed Aug. 20 on a bill authorizing Government agencies to settle claims for loss of personal property incident to Government service. When signed into law by the President, FAA will be authorized to make payments of up to \$6,500 for each claim. A revised Agency order with the new changes will be published at an early date.

SIMPSON TO NEW POST. William A. Simpson, a licensed pilot since 1936 and well-known figure in aviation, has been named special assistant to Robert J. Shank, Associate Administrator for Development. Simpson began his Government career in 1938 with the CAA and later held executive positions in the aviation industry, his most recent affiliation being with the Aerospace Industries Association which he joined in 1959. Simpson will assist Shank in planning and coordinating the operating program of FAA's Systems Research and Development Service, Aircraft Development Service, and Installation and Materiel Service.

CONVENTION NOTE. Messrs. Joseph D. Blatt, RD-1, Richard B. Leng, IM-1, and B. J. Vierling, SM-1 flew to Los Angeles last week to attend the Fourth Annual Convention of the Airways Engineering Society, an organization of engineers and technicians from the Systems Research and Development, Installation and Materiel and Systems Maintenance Services. In a message which was read to the assembly, the Administrator commended AES on an increased maintenance productivity of nearly six per cent in the past fiscal year which was due to their efforts, and pointed out that President Johnson referred to this accomplishment in a recent press conference.

MAKE THE PAY RAISE WORK FOR YOU. Now that it is actually in hand, why not put all or part of the recent pay raise into U. S. Savings Bonds? The last issue of INTERCOM carried the glad news that 60.9 per cent of FAA employees were saving \$12 million a year buying bonds through the payroll savings plan. The item ended on a note of hope for 100 per cent Agency participation by next June 30. Why wait? You can help close that bond gap now with those extra dollars and, at the same time, watch your money grow automatically and painlessly. It's easy. Just sign that little form and turn it in.

FINAL CRASH TEST TODAY. Weather and other factors permitting, Aircraft Development Service will conclude its two-part crash test program today. The first test took place on April 24. The site for both tests is Deer Valley Airport, north of Phoenix, Ariz. Profiting from lessons learned in the first test the second go-around will include greater instrumentation "redundancy" to insure transmission of data in the event some circuits are destroyed. A Super Constellation, last and biggest of the "Connie" series, will be the test vehicle. Participating with the FAA are: USAF, which will test seating; Navy, forepart of the plane, cockpit, seating and litter suspension; and the Airline Pilot's Association, testing seating and restraint. The tests are under the supervision of Program Manager Isaac H. Hoover, DS-41.

AIRPORT LISTINGS GROW. FAA reports a gain of 726 airports and other landing facilities in the U. S. As of January 1, 1964, there were 8,788, as against 8,062 for 1963. This figure includes civil, joint civil-military airports, seaplane bases, heliports and landing strips. Texas continues to lead the country with 705 airports; California is second with 574, and Alaska third with 519. Puerto Rico, the Virgin Islands and the U. S. Pacific Islands together report 26.

TO SRDS FROM PANAM WITH LOVE. Harold E. Gray, President of Pan American World Airways, in a letter to Administrator Halaby commended the Systems Research and Development Service for its prime role in "conceiving and developing the idea" of using inertial navigation equipment in civil airliners. A system produced by Litton Systems, Inc., was installed in a Pan American DC-8 and evaluated over a five-month period in 1963. Mr. Gray referred to the SRDS program as a "catalyst between experimental and commercial use, proving as it did the great accuracy possible in a practical airborne system." Gray continues: "It has been a pleasure to cooperate with the Federal Aviation Agency in the accomplishments in this field...and we look forward to the continuation of that cooperation in the completion of this program." Pan American recently announced a \$12 million contract to equip their Boeing 707 fleet with inertial navigators. Sidney Hirshon, RD-341, program manager for the Navigation Development Division, SRDS, took part in the flight program and was instrumental in the overall success of the project.

SO-1 HOSTS LATIN AMERICAN MEETING. SO Regional Director A. O. Basnight will host a meeting in Atlanta, Ga., Sept. 1-2 with FAA, Military Southern Command, and air carrier representatives to determine what can be done about the most pressing navaid and airway system deficiencies in the Caribbean and South Atlantic-South American ICAO Regions.

ARS SPREADS THE WORD. The Agricultural Research Service, U. S. Department of Agriculture, has published a new pamphlet, Apply Pesticides Safely by Aircraft. It will be distributed by GADOs to all aerial applicator operators and should be of special interest to new hands in the business. Some important topics covered are: the well-trained pilot, pesticide safety and dispensing equipment.

FLIGHT SAFETY NOMINATIONS SOUGHT. The Flight Safety Foundation asked the Agency for Laura Tabor Barbour Air Safety Award nominations. PT will solicit names from Regional Directors, Center Managers and Office heads. The award has been presented yearly since 1956 to an individual in aviation who has made a distinguished contribution to flight safety. Last year it went to David D. Thomas, Associate Administrator for Programs.

AU PLAISIR DE VOUS REVOIR, MONSIEUR... The vice chairman of the French AOPA, J. P. Dabry, Montmorency, France, wrote in a letter to Assistant Administrator Raymond B. Maloy, IA-1, "...as leader of the first flying tour made over the United States I would like, in behalf of my traveling companions, to express to Administrator Halaby and to all the members of the FAA our sincere thanks for your warm reception in Washington and for the comprehensive manner in which the traffic controllers worked with us. We came back to Europe with a feeling of deep appreciation and gratitude for all you have done for us...."

LAWYERS TO HEAR FAA OFFICIALS. Brig. Gen. Martin Menter, USAF, FAA Associate General Counsel, and Chairman of the Federal Bar Association Committee on Aviation Law, will chair a panel discussion on Government participation in commercial aircraft development at the national convention of the Federal Bar Association in Washington, Sept. 12. The discussion will concern the national effort for the development of a commercial supersonic aircraft and the efforts toward obtaining a replacement for the DC-3. FAA panelists are: Gordon M. Bain, Deputy Administrator for Supersonic Transport Development and Robert B. Meyersberg, Chief, Aircraft Division, DS. A further highlight will be the presentation of a short color and sound film of the recent sonic boom tests at Oklahoma City, together with a discussion of such tests and a recital of the Court determinations in legal actions undertaken to enjoin the tests.

FLYING CLUB SEMINAR. FAA Flying Club Managers met for two days, August 19 and 20, at the Aeronautical Center. Present were representatives from Washington, the Alaskan, Pacific, Eastern, Southern and Central Regions, NAFEC and AC. Among the topics discussed was the possibility of organizing a central governing body, to be located in Washington, which would attempt to pool resources and standardize certain aspects of FAA Flying Club management and operations. All existing or potential FAA Flying Clubs are requested to contact Marie McAllister, FS-405, Secretary of the D. C. Flying Club, or GA-30, in the Office of General Aviation Affairs. Formation and Operation of Agency flying clubs is described in OA 3710.4 dated 2/13/64.

...AND SCOTT, TOO. Through oversight one of the key men in the development program to modify ARTCC consoles (reported in last week's INTERCOM) was not recognized. He is George A. Scott, RD-710, project manager at NAFEC, the prime mover in the experimental phase of the program. He was singled out for commendation in a memorandum to SRDS Director Joseph D. Blatt from ATS Director Lee E. Warren. INTERCOM joins those who salute George A. Scott.

TRIMMING CAT'S CLAWS. What to do about clear air turbulence (CAT) was the subject of a recent two-day conference in the Pentagon with representatives of various Government agencies and the Air Transport Association. Representing the Agency were: Fred B. Kemery, DS-43; Sidney Blatt, SS-130; Robert M. Buck, RD-240 and James H. Muncy, RD-241. Other Government representatives included the USAF, Army, Navy, the Weather Bureau and NASA. What makes the problem such a serious one is the lack of techniques for detecting CAT before encountering it. Among the approaches being explored to tame CAT are forecasting techniques, climatological, electrical, and temperature measurements, radar and lasers.

THIS COULD BE IMPORTANT TO YOU. The Federal Service Entrance Examination will be given non-competitively on Sept. 16. Employees with at least three years experience in grades GS 4, 5, 6, or 7 may take this test. If interested, obtain your supervisor's approval to be away from your desk for three hours and telephone Mrs. Kuhl, ext. 26681 for a reservation.

MASS MOVEMENTS SUCCEED. The Building Evacuation Plan (fire drill) and the Movement to Shelter Plan (air raid alarm) were conducted with no confusion. Employee cooperation made them highly successful. In both instances the building was emptied within eight minutes; only minor deficiencies were revealed. For future drills one freight elevator will be designated for handicapped persons plus elevators #8 and #16. Additional stair wardens will be assigned at the shelter level to help prevent congestion at the entrances. The Emergency Readiness Branch now plans to conduct tests at least twice each year. No advance notice will be given.

A SECOND CHANCE. Those 800 headquarters employees who were traveling, on vacation, or for some other reason could not attend the first Defense Readiness Orientations, will have the opportunity to do so on Monday, Sept. 14. Four makeup sessions will be offered on that day, at 9:00 A.M., 11:00 A.M., 1:00 P.M., and 3:00 P.M. in the third floor auditorium.

72 PINTS = 18 GALLONS. Arven H. Saunders, Assistant Director for Operations, Bureau of National Capital Airports, last week led 72 blood donors to fulfill Dulles International Airport's quota. The American Red Cross Bloodmobile, supervised by Dr. George B. Green, USAF (Ret.), Mrs. Henry Crabites, Executive Secretary, Loudoun Chapter, and David Brickles, blood donor vice chairman, visited DIA in late August.

HDQTRS. SOFTBALL TEAM TAKES TITLE. The headquarters men's softball team wound up the season with an 11-3 record. It captured its first league title by playing and winning three games within a five-day span. "Rubber Arm" George R. Swisher, IM-80, pitched all three games; one of them a two-hit shutout. The team now moves into a city-wide champion tournament. Managers Russ Williams and Dick Keyes feel that the team is ready.

INTERCOM

FEDERAL AVIATION AGENCY

4500 R. Halaby
Administrator

64-36 September 9, 1964

IM BRANCHES OUT. Control and responsibility for field contract administration and factory inspection is now centered in the Reliability and Product Control Branch (IM-270) newly established within IM's Procurement Division (IM-200). Dana E. Linden, formerly with the Office of Naval Materiel, has been named Branch Chief. IM-270 was organized to assure the FAA of the high quality and reliability of equipment specified in the contracts, and to provide on-the-spot administration of contracts by FAA factory inspectors. It is expected that the new method of operating will result in a significant savings in manpower.

LOTT TO LEAVE. Oscar C. Lott, Chief of the Training Division, is leaving the Agency Sept. 12 to start his own organization. Lott's firm will be known as the Manpower Evaluation and Development Institute, Washington, D. C.

EQUIPMENT INVENTORY PLANNED. The first nationwide inventory of the equipment installed at air navigation and air traffic control facilities is about to get under way. First phase will be conducted during Oct. 1964 and will be confined to itemizing radar equipment; the second, to begin Dec. 1, 1964 and carry through until Jan. 31, 1965, will take in all other equipment. As each phase is completed the data will be computer-processed at the Aeronautical Center and put on cards, giving management a long needed central source of information as to equipment in use. In addition, each region will receive a set of punched cards with which to begin a file of accountability records for agency property. I&M Notice 4650, prepared by the I&M Depot and issued last week, is a do-it-yourself inventory guide for field personnel involved. The overall project was developed by IM-300.

SINGLE CHARITY DRIVE. Government workers in selected cities will be asked to make a single contribution this year in support of the several voluntary health and welfare agencies that usually wage individual fund drives. Called the Federal Charity Campaign, it will begin in Washington Sept. 14, and close Nov. 1. Other cities participating in the test program are: Dover, N. J., Macon, Ga., San Antonio and Fort Worth, Tex., Chicago, Ill., Minneapolis and St. Paul, Minn., and Bremerton, Wash.

NEW MANAGEMENT COURSES SLATED. The Agency will offer the following courses on a scheduled basis: FAA Procurement; Procurement Management for Technical Personnel; Provisioning, Cataloging and Standardization; and National Inventory Control and Distribution. An Agency notice is in the mill which will provide specific information.

HOW TO GET AHEAD. Robert H. Willey, PT-1, briefed those attending the Fourth Annual Convention of the Airways Engineering Society in Los Angeles last month on where the emphasis will be in future FAA personnel programs. He tied in the Agency's career planning with the fact that the newly adopted policy of an employee's willingness to move and his record of experience in more than one location will be important factors in selection for appointments, promotion and training development programs.

GA STAGES DRY RUN AIRLIFT. In cooperation with state aviation directors, the Office of Civil Defense, the Civil Air Patrol, and the United States Air Force Reserve, the Agency will participate in a two-day general aviation exercise involving 2,000 aircraft Oct. 3-4. The exercise will demonstrate general aviation's airlift capability in the eastern and southern regions. A simulated national emergency will be called in every state east of the Mississippi River with the exception of Wisconsin, Michigan, Illinois and Indiana. Individual state survival plans will be put into operation using GA aircraft for airlift to key areas.

HOT AIR IS DANGEROUS. Compressed air, like any gas or liquid hermetically confined, is a potential high explosive when subjected to high temperatures, a Department of Interior letter warns. The letter recounted two cases involving canned compressed air flasks used to inflate and seal automobile tires. A can of this type exploded in the trunk of a compact car, causing severe damage to the front end of the car. In another case a can stored in the glove compartment blew up, shattering the instrument panel and windshield. Moral: read the directions on cans of this kind before storing.

PRAISE FROM A NORTHERN NEIGHBOR. David D. MacLeod, Toronto, upon returning home from a 3,000 mile vacation flight that took him to Memphis, New Orleans, Mobile and Nashville, expressed his appreciation to the FAA for, to quote "...the excellence of the service and the patient courtesy shown by all tower and flight service station personnel encountered along the route." MacLeod went on to say that while everyone was most obliging he wished especially to thank personnel at the Memphis tower, New Orleans and Toledo radar approach control, and the Mobile and Tuscaloosa FSS for their assistance.

REAL PROPERTY WORKSHOP SCHEDULED. Real property management representatives from the regions, NAFEC, BNCA, AC, and I&M will meet at the Aeronautical Center the week of Oct. 12-16. Among the topics to be discussed are: ways and means to improve and simplify directives; more effective use of ADP capabilities; how to standardize reporting, and potentials for greater management analysis. (Note: real property is real estate--land, buildings, etc.)

FROM JUDGE TO PRESIDENT. Robert V. "Judge" Reynolds, GA-2, was elected President of the National Hump Pilots Association at its 18th Annual Convention held in Dayton, Ohio, Aug. 29-30. The new prexy reports that the organization is strictly a social one with membership limited to men who "flew the hump" (the Himalaya mountains between China, Burma and India) during World War II. Eligible employees should contact him. Next year's gathering is scheduled for Washington.

EXAM-O-GRAMS ON UP AND UP. FS-400 reports that the mailing list for Exam-O-Grams has doubled in one year. Currently 9,000 persons receive these informative guides five to eight times a year from the Airman Examination Section, FS-905, Oklahoma City. Exam-O-Grams are brief explanations of key problems most common to pilots.

MORE 'COPTER SCHOOL TIME PROPOSED. Fixed wing-aircraft pilots seeking to qualify for a helicopter rating can expect to undergo 25 hours of flight instruction and solo flight time in 'copters, instead of the present 15 hours, according to a proposal made by the Agency. This would restore the 25-hour requirement which was in effect before July 12, 1962. The proposal would also eliminate the practice which allowed pilot applicants for 'copter ratings to substitute a flight instructor's recommendation for actual flight time.

MORE ON FLIGHT SERVICE STATIONS. The Air Traffic Service has prepared a 20-page illustrated booklet entitled FAA's Modernized Flight Service Station System. The text was taken from the Administrator's presentation to the Subcommittee on Transportation and Aeronautics last May. The booklet describes the proposed revised FSS system in detail, giving statistics, charts of station activity levels and costs.

FAA, USAF EXCHANGE IDEAS. Agency representatives sat down with Air Force Communications Service (AFCS) at a two-day Traffic Control and Landing System (TRACALS) conference at Scott AFB, Ill., Sept. 1-2 to discuss future air traffic control and all-weather plans and programs. Nicholas J. Proferes, RD-320, briefed the group on ground-based all-weather landing equipment and low-cost ILS; Murray E. Smith, IM-66, spoke on the new traffic control structures, control tower cabs and related operational equipment. The visit also provided an opportunity to discuss all-weather landing program plans with Military Air Transport (MATS) officials headquartered at Scott AFB.

CRISTOBAL COLON (1451-1506). It is possible that Federal workers will be getting another holiday soon. The Senate has approved a Columbus Day bill which is now being considered by the House. Columbus Day already is a holiday in more than half the states.

FREE MOVIES. Four Civil Defense films will be shown in the auditorium Sept. 15 through 19 as a followup to the Defense Readiness Orientations. To give everyone the opportunity of learning more about survival in this nuclear age, the films will run continuously from 9:00 A.M. to 3:00 P.M. See Notice HQ 1900.2 for subjects and schedules.

AIR TRAFFIC FACTS. The June 30 edition of the ATS Fact Book has been issued to all ATS organizational segments and facilities. A limited number of copies are on hand in the Distribution Section, HQ-436, for filling individual requests from other Offices and Services. The Fact Book is now issued semi-annually; next one, dated Dec. 31, 1964, will appear early in 1965.

LOCATION CHANGES. The Office of the Director, Compliance and Security, CS-1, has moved to a newly constructed suite on the 10th floor--1033 South; the Compliance Division is in Bay 1032. The Office of Budget (with the exception of the Office of the Director, which remains 1000W) has been relocated as follows: Budget Review and Systems Staff, 1036B; Flight Standards and Airports Programs Division, 1035F; Requirements Analysis Staff, 1040A; Airways Program Division, 1036A; Research and Facilities Programs Division, 1006A. The Office of Appraisal, (except for the Assistant Administrator) has moved into Bay 1001. The Office of the Manager of Headquarters Operations now occupies suite 500 West. Also, the identification photo room has moved to a new address. Identification and Civil Defense cards are now being issued in Room 501A between 2:00 and 4:00 P.M., every Wednesday.

NO SCUTTLEBUTT THIS. FAA and CAB personnel make up a large part of Naval Reserve Transport Squadron, VR-662, at the Naval Air Facility, Andrews Air Force Base. The squadron placed second among 50 in mobilization readiness. FAA's Navy reservists are: Loren L. Brown, FS-427; Robert P. McGrath, AT-614; Earnest E. Callaway, FS-250; Browning Adams, FS-60; Edward Hanlon, FS-420; and Evans W. North, GC-23. Those from CAB are William J. Ayton, William R. Hendricks, and Donald W. Madole. The squadron also has pilots representing American, United, Eastern and Trans World airlines.

CAN DO IN KATHMANDU. Robert T. Norman, transportation economist, PO-10, left the FAA last month to join the Agency for International Development. Norman accepted a two-year duty tour in Kathmandu, Nepal, as assistant program officer, operations.

NONSTOP FROM THREE DOWN. Floors one and two have been programmed out of Elevator No. 8. They now go non stop to the garages from the third floor.

GIVE IN TO THE URGE. If you are one of the millions who harbor an itch to express yourself artistically, the FA Club has a plan for budding artists that is fun and inexpensive. Again this year the Club's art instructor, Abner Cohen (illustrator for FAA HORIZONS and FAA AVIATION NEWS), will conduct his popular Thursday night classes, from 5:30 to 7:30. ART I begins Sept. 24; ART II, on Oct. 14. Fee: \$20. Details: Abner Cohen, ID-20, ext. 25573.

BEECH GROUND SCHOOL RESCHEDULED. The pilot ground school for the Beechcraft Model 80 originally scheduled Sept. 8-9 (INTERCOM #34, 8/25) has been changed to Sept. 15-16 from 9:00 A.M. to 5:00 P.M. in headquarters conference room 910B and C.

ARE YOU COST CONSCIOUS? Evaluators of employee suggestions are reminded that the formula for computing net tangible suggestion benefits is gross savings minus the cost of implementing the suggestion. HQ-140, which conducts the Recognition and Awards Program in headquarters, reports that many evaluators neglect to consider the implementing costs. Appendix 1, paragraph 7, of the Recognition and Awards Handbook (PT P 3450.2A), gives full details.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

4500 *R. Halaby*
Administrator

September 10, 1964

SPECIAL EDITION

COMBINED FEDERAL CHARITY CAMPAIGN -- The following is a message to all employees from the Administrator:

This year, for the first time, and on a test basis, Federal agencies in the Washington area will participate in a combined charity drive for the United Givers Fund, the National Health Agencies, and the International Services Agencies. It will begin on September 14 and run through November 1, 1964. FAA's quota, assigned on the basis of personnel strength and average salary, has been set at \$143,957.

Giving once means digging deeper into our pockets and coming up with a lump sum that ordinarily would be divided into three parts. To make this easier, pledges may be paid through the payroll deduction plan, if the employee so wishes. Your key man will contact you shortly and give you details on this and other questions you may wish to ask.

More than 140 local and national agencies in the District of Columbia and the nearby areas of Virginia and Maryland where a great many FAA families live, depend on voluntary contributions for support. The work of these agencies is well known to all. They provide homes for children and the aged, hospitalization and clinic care, medical research, help for the retarded and emotionally ill and a host of other vitally needed community services.

If this combined campaign can be made successful -- if on the job solicitations for voluntary health and welfare agencies can be accomplished annually in a single campaign, the one-time contribution will work in three ways: (1) it will make giving easier for us, (2) those less fortunate than we will get the help they need and (3) the government can reduce by half the more than \$5 million it presently costs in manpower to organize and conduct employee solicitations each year.

In the past FAA has always responded generously to the appeals of the needy. At this time I cannot stress too strongly the necessity for keeping up our good record. Let us do even more than we have done in previous years. Let us give strong support to the combined drive and put FAA over the top of its quota in record time. As each and every one of us has an obligation to contribute his fair share to this effort, I feel certain the FAA will come through again.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

FAA Library
SEP 15 1964
Administrator

64-37 September 15, 1964

Technical Processing
Branch, HQ-310

IT PAYS TO ADVERTISE. GPO has sold out the first edition of FAA's Private Pilot's Handbook of Aeronautical Knowledge which appeared less than a year ago. This is one of the FAA publications chosen by GPO for exhibition at the World's Fair. The second edition, due in late Sept., will be available through the Superintendent of Documents, Government Printing Office, Washington, D. C., at \$2.50 per copy.

OPEN AND ABOVEBOARD. Use of recording or monitoring equipment may violate Agency policy unless its use has the prior concurrence of all parties. An FAA order dated Aug. 26, 1964, (OA 1400.1) specifically prohibits FAA employees, in the conduct of their official duties, from: "Clandestine, surreptitious, or other covert use of recording or monitoring equipment." The order was issued to safeguard the rights of Agency employees and the public. However, the policy does not preclude the use of standard types of recording equipment in areas involving air safety or under circumstances where the prior concurrence of all parties is specifically indicated.

DR. REIGHARD DEPUTY FAS. Dr. Homer L. Reighard has been appointed Deputy Federal Air Surgeon. Dr. Reighard holds a B.S. cum laude from Franklin and Marshall College, an M.D. from Temple University School of Medicine, and a Master of Public Health degree from Harvard University. The new deputy came to the Agency in 1953, after serving for three years as flight surgeon with the USAF.

COL. WITHERS TO AM. Col. Hayden Withers, USAF, is the new Chief, Occupational Health Division, AM-400. He reported to FAA from the Office of the Deputy Assistant Secretary of Defense (Manpower). In his new capacity, Col. Withers is responsible for the Agency's civilian health program and will have staff responsibility for the headquarters clinic and the clinics at NAFEC and the Aeronautical Center.

ACADEMY TO GIVE ARTS COURSE. Much of the Stored Program Alpha Numerics (SPAN) equipment to be installed in the Indianapolis ARTCC is similar to the Advanced Radar Traffic Control System (ARTS) being placed in the Atlanta Tower (see FAA HORIZONS, Sept. '64). Plans call for FAA Academy instructors to give ten weeks of training to maintenance personnel from Indianapolis and Atlanta starting Oct. 19.

IT'S AGAINST THE LAW. Chapter 3 of Agency handbook, Conduct and Discipline (PT P 3750.1A), carries a brief summary of laws, Executive Orders and Agency policy concerning conflict of interest. Among other things, employees are prohibited from engaging in private aviation enterprises involving research, engineering, construction, maintenance, repair, modification, piloting or other related work. This applies to aircraft, aircraft components, airborne electronics equipment, or other material or equipment associated with flight control, aircraft movements or air-ground communications. In addition, employees may not engage in or participate in any business in any other phase of commercial aviation. PT P 3750.1, appendix 2, lists penalties for violations.

NEW MAN IN MS-200. Charles McKeon, former Audit Division chief at the Aeronautical Center, has been appointed assistant chief of headquarters Audit Division. He replaces David F. Tipp, who transferred to Airports Service.

AES RELINQUISHES INFORMAL RECOGNITION. The Airways Engineering Society notified Administrator Halaby that it no longer desires to have an informal recognition status in the Employment-Management Cooperation Program under Executive Order 10988. The Society now will function strictly as a professional group.

MAIL ORDER AIRCRAFT DISCOURAGED. Amateur builders of rotorcraft-glidern, gyroplanes, helicopters and other aircraft may not be eligible for an FAA experimental airworthiness certificate if they depend too heavily on prefabricated parts from nationally advertised kits. Intent of the experimental airworthiness certificate is to cover projects which are truly amateur-designed or fabricated for educational or recreational purposes, on a non-business, nonprofit basis. Certain nationally advertised kits may mislead would-be aircraft builders if they fail to read the data on the kit and the FAA provisions as outlined in current circulars. FAA rules do not preclude buying certain components such as engines, propellers, rotor blades and hubs, wheel and brake assemblies on the open market. But an aircraft assembled completely from prefabricated parts obtained commercially is not considered within the meaning of amateur construction and therefore would not be eligible for FAA certification.

PC IN NEW BUILDING. The Pacific Region will begin full-scale operations from its new building on Ala Wai-Kalakaua Ave., on Sept. 21. The new headquarters building will have personnel and activities previously scattered in four different Honolulu locations. The 10-story structure, which follows the 800 Independence Avenue concept, was formally accepted by GSA on Aug. 31. Plans for dedication and an open-house are underway.

BRITISH EYE U. S. 'COPTER OPERATIONS. The discovery of oil and gas deposits under the North Sea has sparked British interest in United States helicopter operations. Norman Walker, Assistant Air Attache in the British Embassy, visited FS to gather data on 'copter operations pertaining to off-shore oil rigs.

TEMPORARY RESTRICTED AREA IN MISSOURI. The Agency has designated a 4,000-square-mile area near Fort Leonard Wood, Mo., as temporary restricted airspace from Oct. 29 to Nov. 13 for use in a joint U. S.- Air Force-Army exercise. The exercise, called "GOLDFIRE I," will involve 40 to 600 aircraft sorties daily in tests and evaluations of assault airlift concepts and tactical mobility requirements. Restriction applies from the surface up to 8,000 feet msl from 12:01 CST Oct. 29 to 11:59 CST, Nov. 13, 1964.

DROWNING CLAIMS FOUR IN AL. Last month, four Agency employees in the Alaskan Region died while on boating or hunting trips on three separate outings. With the approach of fall hunting and fishing seasons, FAA personnel are urged to be cautious and to use all safety measures.

AVIONICS COURSE STREAMLINED. General avionics principles, course #FA-150, is the first of a revised series of avionics maintenance training courses at the FAA Academy. The new series, which started Aug. 17, may be completed in 24 weeks as compared with 33 weeks under the old system.

PILOT STUDY GUIDE PUBLISHED. In response to certificated pilots' interest in upgrading their aeronautical skills, FS has published a new guide, Private and Commercial Pilots -- Refresher Course. It was issued as Advisory Circular 61-10 and can be bought from the GPO for 15 cents a copy. The guide covers courses of study recommended by the Agency for private, commercial and instrument pilots. The FAA does not sponsor such training but those wanting refresher courses may contact their local General Aviation District Office for guidance.

EXECUTIVE PERSONNEL PLAN CITED. The Civil Service Commission cited FAA's executive personnel plan as one of the three most outstanding executive development programs in Government. Under the plan, PT provides staff assistance to the Executive Personnel Board, made up of the Deputy Administrator and the three Associate Administrators. The board makes recommendations to the Administrator on personnel actions relating to positions GS-15 and above.

COMBINED CAMPAIGN. The Combined Federal Campaign is now under way. This year, as explained in the special INTERCOM issued last week, Washington and several other cities are being used as proving grounds for a new idea-- one over-all drive for funds among Federal agencies in place of three separate drives. Money will be divided among (1) The United Givers Fund, which includes organizations such as the Community Chest, American Red Cross, Boy Scouts, Salvation Army, local health welfare and recreation services, etc.; (2) the National Health Organizations--American Cancer Society and American Heart Association; (3) the International Service Agencies--CARE and Radio Free Europe. FAA's goal in this project is \$143,957 but it is hoped this figure will be topped. The provision for payroll allotments will give employees the opportunity to budget their contributions over an entire year. As little as 50¢ may be deducted from each pay check for a maximum of 26 pay periods. Contributions may be earmarked for particular charities, as in the past.

AWARDS AND REWARDS. At Dulles International Airport, awards for employee suggestions went to Robert Rhoades, CA-222, Albert J. Entremont, CA-223, and Carlton Harris, CA-222; Quality-within-grade raises to: Helen Baxter, CA-212, Michael D. Benarick, CA-213 and Paul F. Benarick, CA-211. In Systems Research and Development, Frederick B. Holsclaw, RD-530, Julien J. Bouvier, RD-435, Oscar T. Grann, RD-221, Martin Natchipolsky, RD-242, and Wolcott M. Smith, RD-222, received Quality-within-grade raises. In Flight Standards, Irving Birnbaum, FS-349, received a Special Act award, and Robert D. Blacker, FS-349, an employee suggestion certificate and award. The Airports Service reports a group award for special service went to its Management Branch, AS-27, Arthur K. McGraw, Chief, Joan W. Price, Fred C. Braun and Melvin J. Fischer, Analysts. Special Service Awards went to Lamar E. Guthrie, AS-60, and Eric O. Stork, AS-20, and Sustained Superior Performance Awards to Clyde W. Pace, AS-50, and Henry J. Lichtefeld, AS-58. Awards for their work on the Field Office Configuration Study -- Project FOCUS -- were presented to employees who served full time on the Headquarters FOCUS team: Arthur K. Waale, Morton Gluck and Martin S. Matthews, MS-500, Eugene Thies, MS-300, Clifford L. Weaver, FS-451, Carlton A. Keys, SM-100 and William King, IM-35. Mr. Waale was Project Manager on FOCUS and less than a year ago received a Quality-within-grade increase for outstanding work in connection with Project SCORE.

EXIT SMILING. New insight into reasons for turnover, sources of employee dissatisfaction and other problems relating to organization and supervision is the promised result of the exit interview program instituted at Headquarters several weeks ago. Established by HQ 3370.1, (8/8/64), the program applies to employees resigning from the Agency, transferring, retiring or going into military service. The exit interview gives the employee an opportunity to speak frankly about his Agency association. It gives the interviewer an opportunity to give the employee complete information about annual leave payments, transfer of leave, life insurance, health benefits, retirement fund, reinstatement eligibility, reemployment rights and unemployment compensation. A quarterly statistical report showing reasons for turnover, sources of dissatisfaction, problems relating to organization and supervision and similar data will be supplied to heads of Offices and Services by HQ-1.

FS NAMES TWO FOR MANAGEMENT COURSE. Loring G. Craymer, FS-202, and Kenneth E. Neyland, FS-320, were nominated for the advanced executive development course, Management Problem Analysis and Decision Making, scheduled Sept. 13-18, at Highland Park, Ill.

IT'S SGT. KANE NOW. Elmer R. Kane, who reported to Washington National Airport 14 years ago as a member of the police force, was promoted to sergeant on Aug. 12. Before joining the FAA he served with the Atomic Energy Commission, Government Services Administration and the U. S. Army. During WW II he was captured in Africa and held as a prisoner of war for 27 months in Germany. Sgt. Kane, his wife and three children live in Arlington, Va.

INTERCOM

FEDERAL AVIATION AGENCY

John Halaby
Administrator

64-38 September 22, 1964

THE FISCAL '65 BUDGET. President Johnson signed the Independent Offices Appropriations Bill Aug. 30, which included \$724,374,000 for FAA during Fiscal 1965. The table shown below is a comparative statement of the Agency's Fiscal 1964 appropriation, with estimates and appropriation for Fiscal 1965. The figures given are in thousands.

	<u>Appropriation</u> <u>1964</u>	<u>Estimate</u> <u>1965</u>	<u>Appropriation</u> <u>1965</u>
Operations	\$528,000	\$547,600	\$542,600
Facilities and Equipment	100,250	75,000	50,000
Grants-in-aid for Airports	75,000	75,000	75,000
Grants-in-aid for Airports, (Liquidation of contract authorization)	7,000	7,000	7,000
Research and Development	40,000	42,000	40,000
Operation and Maintenance Washington National Airport	3,582	3,631	3,565
Operation and Maintenance Dulles International Airport	3,985	4,619	4,319
Construction, Washington National Airport	2,075	1,800	1,710
Construction, Dulles International Airport	450	200	180
TOTALS:	<u>\$760,342</u>	<u>\$756,850</u>	<u>\$724,374</u>

ADMINISTRATOR'S STATEMENT. At a press conference last week, Mr. Halaby made a brief reference as to how long he expected to remain as Administrator of the Federal Aviation Agency. The questions and his answers were exactly as follows:

QUESTION: Are you going to resign after the November election?

MR. HALABY: I submitted my resignation to President Kennedy when he appointed me. I kind of feel it is a good idea to let your boss know you are ready to leave any time he wants you to leave. When President Johnson took office, I offered my resignation again and actually submitted it. I serve at the will of the President. I must say I told President Kennedy, when he asked me to take the job, I said I would take it for three or four years.

The fourth year will be up soon. Although I have no intention at present of leaving, I am ready to at any time the President has another man -- hopefully a better man for the job -- and I do not intend to be here for a long time.

QUESTION: Another four years after November?

MR HALABY: I cannot imagine anyone enjoying this job for eight years.

NO PRIZE FOR SHORT HAUL TRANSPORT DESIGN. Mr. Halaby told a news conference that none of the nine design proposals submitted for a local service airline transport, the so-called DC-3 replacement, was so advanced or unique as to be "worth spending \$100,000 of the taxpayers' money on it." The specifications submitted in response to the FAA request made earlier this year were described as "a serious disappointment." But the Administrator added, "I am not saying the designs are no good." FAA had planned to award \$100,000 design development contracts each to as many as three manufacturers among the nine who submitted the most promising proposals.

NO FUSS, NO MUSH. Alaska bound? FAA employees assigned to Alaska may ship their privately owned vehicles at Government expense under Public Law 88266. Before passage of the law on Feb. 5, employees had to pay transportation costs.

SST DEVELOPMENT IS COMPETITION BUT NOT A RACE. Mr. Halaby returned from a trip to Europe where he surveyed development of the British-French Concorde supersonic transport. The program is proceeding rapidly, he said, but during the past eight or nine months the Europeans have redesigned the Concorde to provide more seats and greater range with a considerable increase in costs as well as slippage of the delivery date. The United States is proceeding "very deliberately" on its own SST program, giving full consideration to such factors as payload, range and the supersonic boom problem. Halaby said the problem of sonic boom nuisance has not yet been solved and that he would oppose the start of actual construction until a solution has been reached. "My present feeling is that it is not that insurmountable a problem," he added. The trip to England also gave the Administrator an opportunity to fly the BAC-111 and the VC-10.

FAAer SCORES 3RD IN RACE. Clarence E. (Steve) Crosby, flight service station specialist at Bellingham, Wash., finished third in the Sept. 12 Transcontinental Trophy dash of the National Championship Air Races. Crosby flew a modified WW II P-51, from Clearwater, Fla., to Reno, Nev. Winner of the light-plane race was Maj. Wayne A. Adams, Reno Air National Guard, with second place going to Chuck Lyford III of Seattle, Wash. Both men also flew P-51s.

RADAR DISPLAY CONTRACT. The Agency has awarded a \$2.98 million contract to Televiso Electronics Division of Doughboy Industries, Inc., Wheeling, Ill., for airport surveillance radar displays. Each display includes an average of four radar scopes and related equipment. The new displays, similar to ASR-4 equipment presently installed at 35 FAA airport traffic control towers, will replace ASR-2, ASR-3 and military CPN-18 displays which have been in use for the past ten years. Delivery of the new sets is scheduled to begin next June.

SEEING IS BELIEVING. A group of airport lighting specialists serving on the visual aids panel of the U. S. delegation to ICAO (International Civil Aviation Organization) visited NAFEC last Wednesday. Representatives included FAAers from AS, IM, FS, and R&D, as well as members from the Army, National Bureau of Standards, the Air Transport Association and the Airport Operators Council. The visit included DC-6 demonstration flights using the experimental lighting system that is under evaluation for Category II (1,200 foot runway visual range) approach and landing minimums. The DC-6 on loan from the Aeronautical Center, equipped with a limited-visibility simulator, has been flown for the past six weeks by NAFEC and airline pilots under simulated test conditions. The system is designed to permit various arrangements of approach, runway centerline and touchdown zone lights for comparative testing. Test flights will continue with other aircraft providing data to determine lighting system characteristics for operations in Category II and lower visibility conditions.

BEACON EQUIPMENT PURCHASE. A \$1.7 million contract has been awarded to the Whittaker Corp., of North Hollywood, Calif., for 40 radar beacon transmitters, receivers and related air traffic control equipment. Deliveries are scheduled to begin in January. The beacon components will be installed by FAA at long range radar locations.

BEST BY TEST. First test results of an improved glide slope antenna are proving highly successful. The new antenna is a multi-element glide slope array, 72 feet high, equipped with 30 dipoles and built by IT&T under SRDS direction. The initial prototype is now undergoing site evaluation at Charleston, W. Va., airport where the terrain causes some serious problems with conventional equipment. The new design provides highly accurate reception quality since it operates independent of the terrain surrounding it. According to Henry H. Butts, RD-320, project manager, the multi-array has improved straightness of course by a 3 to 1 ratio over the standard commissioned facility at Charleston. This element is one of a series of improved experimental equipment under development in the SRDS navigation program.

MOBILE TRAINING. An experimental maintenance training class on the FA-5394, 30-channel recorder was conducted at O'Hare International Airport by the FAA Academy, Sept. 14-18. Results of this class will determine if future classes should be held.

EMPLOYEE-MANAGEMENT SEMINAR. Third of a series of Advanced Executive Development courses for key Agency managers will be presented to a prototype group at Hotel Moraine, Highland Park, Ill., Oct. 28-30 and again on March 2-4, 1965.

NO DUST CLOUDS THIS ISSUE. The Agency will hold a public hearing Nov. 5 at the Civil Aeromedical Research Institute in Oklahoma City, to get industry views on proposed safety rules for agricultural aircraft operations. At present, there are no specific Federal rules covering these flights. There are some 2,500 operators involved who are governed by FAA certificates of waiver which allow pilots to deviate from present air traffic rules.

DIRECT FLIGHT OPEN TO AIR CARRIERS. Effective Sept. 17, revised operations specifications permit direct flight anywhere within the 48 contiguous states, provided (1) the route is within controlled airspace, (2) operations are conducted at or above the MEA or at least 2,000 ft. above the surface, and (3) such routes lie within the advertised service volume of NAVAIDS selected at the altitude selected. Announcement was made also of the change to the two-level airway/route structure and the lowering of the use of standard altimeter setting to 18,000 ft. These changes also became effective Sept. 17.

ADMINISTRATOR TO SIGN AIRMEN TICKETS. Administrator Halaby approved a Flight Standards request to affix the Administrator's facsimile signature on all airman certificates beginning Oct. 1. Formerly, AT-1 signed air traffic control operator's certificates and FS-1 signed all others. This move reduces printing costs and increases efficiency.

NEW SCHEDULE FOR "IDENTS." Beginning Oct. 1, the Location Identifiers Handbook (AT P 7350.1) will be published three times a year instead of four. This saves the Agency about \$6,000 annually in printing costs. Between editions important changes and new assignments will be printed in the Airman's Guide.

FLIGHT TRAINING GUIDE UPDATED. Advisory Circular 61-2A, Private Pilot Flight Training Guide (Airplane) has been revised and will soon be available from GPO at \$1 a copy. The guide, written to help flight instructors plan primary student's flight instruction, is not intended to be an examination guide.

GET STRAIGHT WITH THE 'PHONE BOOK. Now is the time to make certain that your name, office, and extension will appear correctly in the new Washington Headquarters telephone directory which goes to press shortly. Present listings may be verified by checking records at the reception desk in the lobby which will be used to compile the new directory. Submit changes on Standard Form 146 (shown in the back of the current directory) to HQ-360 immediately. Once the book goes to press, it will be another six months before the next one comes out.

EXPERIENCE TEACHES. In future building evacuation and shelter exercises and in the interests of safety, the following rules should be observed: (1) Keep conversation to a minimum; (2) Observe a no smoking period; and (3) Move well into the shelter to make way for those following.

AWARDS AND REWARDS. Jack Hogan, HQ-1, presented length of service awards to 36 employees of the Office of Headquarters Operations during a ceremony in the Auditorium Sept. 11. An emblem marking 30 years of Government service was given to Raymond Richardson, HQ-316, and for 25 years to Charles Green, HQ-220, William T. Grier, HQ-434, and William F. Nail, HQ-362. Twenty-year emblems went to 14 employees; 15-year emblems to eight; and 10-year emblems to 10. An additional 15 persons, unable to attend, will receive theirs informally. In Systems Research and Development, William B. Hawthorne, RD-500 and John F. McLaughlin, RD-56 received Sustained Superior Performance Awards; while James Mays, RD-222, Francis J. Brandl, RD-67, and John S. Nigro, RD-75 got Quality-Within-Grade increases. In the Air Traffic Service, Roy Klotz, AT-620 was rewarded for his work on Project FOCUS, and in the Office of Management Services, Joseph L. Lippincott, MS-530, won a Quality-Within-Grade salary increase.

INTERCOM

FEDERAL AVIATION AGENCY

FAA Library
SEP 29 1964
R. Halaby
Administrator

64-39 September 29, 1964

WE'RE EXPECTING GUESTS. Like the conscientious host and hostess preparing for guests, FAA has tidied up 800 Independence Avenue to greet more than 150 top level aviation executives who arrive tomorrow for a two-day session on the National Aviation System Symposium. The session, called by Administrator Halaby, will be a report to the "shareholders" who use the nation's airspace. Among those invited are the top officials of airlines, manufacturers, airports, trade associations, Government, etc. FAA employees are invited to view a special exhibit in the lobby anytime with the exception of 3:30-4:00 P.M. on Thursday when our guests will be shown through. A part of the family "dining room," the 9th & Constitution corner of the cafeteria, will be used by our guests on Wednesday and Thursday.

NATIONAL AIRPORT PLAN. The Agency last week issued a new National Airport Plan recommending construction of 727 new landing facilities and improvements to 2,537 others at a total cost of \$1.2 billion over the next five years. Landing facilities include airports, heliports and seaplane bases. Of the new construction recommended, 579 airports are for general aviation use exclusively. The remaining airports are used by both general aviation and the airlines. The National Airport Plan does not commit Federal funds. It serves only as a blueprint for needed airport development to meet the continuous growth and demands of the national economy. Inclusion of a facility in the plan is the first step toward eligibility for Federal grants under the Federal-aid Airport Program, but does not assure such funds.

PERSONNEL MANAGEMENT ORDERS ISSUED. Orders on Foreign Assignments, Reemployment, and Executive Key Personnel Actions, were signed by the Administrator Sept. 15. The first deals with the career advancement advantages to employees who participate in foreign assignments. The order on Reemployment, Restoration and Return Rights, guarantees employees positions in their previous employing jurisdiction after any assignment outside the 48 contiguous states and from assignments as instructors at the Aeronautical Center. The third order provides procedural information and Agency philosophy regarding jobs, selections and other matters requiring Executive Personnel Board consideration prior to action by the Administrator.

PROGRAM REVIEW STUDY IN SESSION. Regional Directors and Managers of the Aeronautical Center and NAFEC are in Washington headquarters this week attending the Agency's semi-annual Program Review Conference being held Monday, Tuesday and Friday. The first two days schedule includes discussion of FAA's goals in airports, airspace and safety policies. Friday will be devoted to the presentation of regional plans for the introduction of FOCUS. They also will attend the National Aviation System Symposium (Shareholders Meeting) to be held on the intervening Wednesday and Thursday.

SOUTHERN HOSPITALITY. P&T officers will be the guests of the Southern Region during their next Agency-wide conference which is tentatively scheduled for November.

NAFEC TO AID IN COMBAT 'COPTER STUDY. At the request of Col. George W. Putnam Jr., Acting Director of Army Aviation, the Agency has agreed to begin simulation studies early in November to explore a concept for instrument flight by assault helicopters in forward areas of the battle zone. The unique capability of NAFEC's dynamic simulation laboratory will be used to provide the Army with valuable information on the procedures, techniques and feasibility of using large numbers of helicopters in air assault missions under instrument conditions. Study results are also expected to supply FAA with data to aid in developing methods to control civil helicopter operations during IFR conditions. NAFEC technical personnel recently visited 11th Air Assault Division headquarters, Ft. Benning, Ga., to collect actual flight data on 'copter operations to use in support of the simulation project.

WATCH YOUR BELONGINGS. Employees are cautioned to be careful not to leave handbags, pocketbooks, billfolds, watches and other personal property unattended. If you have to leave your work area for any reason, take these personal items with you. It only takes a matter of seconds for some slick "artist" to separate you and your valuables. Should you be victimized, report the act promptly to the Compliance and Security Staff, HQ-10, X-25621.

MONEY MEN ON THE ROAD. A financial management working group headed by Seymour E. Blum, Audit Staff, AU-1, has just completed a two-week coast-to-coast swing through the regions. The group presented a packaged lecture-slide-chart program to regional directors, center managers and their staffs detailing the latest in Agency fiscal planning. The presentation highlights progress toward installation of a cost accounting system for the facilities and equipment program; closer integration of the Agency budget, accounting, automatic data processing and financial reporting processes; and consistent classification and coding of data throughout the FAA's management cycle. In the task force were: Francis W. Lyle, on assignment to the Agency from the Bureau of Budget; Vincent A. Johnson, MS; Berwyn L. Miller and Jack Ormsbee, BU; and William G. Allen, IM. Next on the agenda: Hawaii, Alaska and NAFEC.

SCOPE DOPE. A new DFR-35 course study guide for facilities personnel, separate from the reference text, is now available. The new course will consist of five chapters and five examinations covering: Basic Antenna Principles; Arrays of Antennas; Parabolic Antennas; Circular Polarization; and PAR Antennas. Some of the material of the old course, no longer applicable to FAA radar antennas, has been removed and new topics have been introduced.

CAVEAT EMPTOR. Mervin K. Strickler, GA-30, is FAA's representative on the Consumer Advisory Council established by President Kennedy in March, 1962, to protect consumer interest. A meeting of the Southeastern Consumer Conference, encompassing the states of Alabama, Florida, Georgia, N. Carolina, S. Carolina and Tennessee, open to everyone, will be held in Atlanta, Oct. 2, in the municipal auditorium. For more information call GA-30, Ext. 25333.

WHY MORE MONEY? FAAers have been asking why the Agency's 1965 quota for the Combined Federal Campaign is larger than was last year's for UGF. There are several reasons: (1) The receiving agencies need more money. (2) The quota set for last year was only for the UGF; this year there are three combined campaigns, and consequently a need for more money. (3) Last year's quota was based on Federal salaries in effect in 1962. It did not include any Federal salary increases after 1962. The CFC quota is based on 1964 salaries. (4) In addition, the 1965 CFC quota is a projection of average dollar increases contributed to past campaigns of all three participating entities. (5) In the CFC the March of Dimes has been added to the National Health Agencies. It all adds up to the fact that there are more health and welfare agencies covered this year and they all need more money. The actual Federal quota of \$4,350,000 is less than was collected during the 1963 separate campaigns.

PILOT SCHOOL GETS OFF GROUND. The Pilot Ground School sponsored by the FAA Flying Club will start Oct. 15, from 7:30 P.M. to 10:00 P.M. in conference rooms 910a = b = c in the headquarters building. For more information about this free course, call Ext. 25333.

NEW CLERICAL EXAM. The Civil Service Commission has announced an examination (No. 339) for clerical positions GS-2 and GS-3. Those interested should submit a completed SF-57 and Card Form 5000AB directly to the U. S. Civil Service Commission, Washington, D. C. 20415. Forms are available in the personnel reception office, Room 109, lobby floor. Closing date is Oct. 5, 1964.

AWARDS AND REWARDS. That extra bit of effort paid off for Katherine M. Dolansky, PT-30, who received a \$200 check for Sustained Superior Performance. Quality step increases went to: Kenneth Chandler, PT-60; Houston S. Seymour, PT-7; and Barbara A. Long, MS-411. Ten-year service pins were presented to: Clifford L. Schum, PT-1; S. John di Stefano, PT-5; and John J. Eymonerie, PT-22.

CARPE DIEM. If you use the last page of the standard tear-off desk calendar for planning purposes, beware. The dates for April 1965 fall on the wrong days of the week on the composite calendar for 1963-64-65. The manufacturer began the month of April 1965 two days too soon. Long-range planners may want to annotate their calendars to remind themselves that they can't depend on April next year.

HALF-PRICE TICKETS. The Federal Aviation Club offers a way to buy special discount tickets to the cultural performances in Constitution Hall this fall and winter. Coupons to buy these half-price tickets may be obtained any time from the receptionist, Room 109, in the main lobby.

PIGSKIN PARADE. The FA Club has discount tickets for the GWU vs. Furman University football game scheduled for Oct. 2 at D. C. Stadium. Price for family or group: \$3.00 first tickets; 50¢ for each additional. For ticket information call Russ Williams, Ext. 20817.

OUR MAN IN LONDON. At the invitation of the NATO Advisory Group for Aeronautical Research and Development (AGARD), Lawrence E. Shoemaker, SRDS Systems Design Team member, represented the Agency at the Eighth AGARD Avionics Panel Symposium on "Radar Techniques for Detection, Tracking, and Navigation," in London during the week of Sept. 21. He presented a technical paper on the use of alpha-numeric display of primary and secondary radar tracking data in expanding air traffic control system capacity.

AIR TRAFFIC CONTROL STANDARDS READY. Uniform performance standards for professional and subprofessional air traffic control specialists in all three options -- center, tower and station -- have been adopted by AT and should be received in the field in about two weeks. The directive, AT 3410.1, Performance Improvement Program, is a four-page order with an 18-page attachment containing standards and instructions for their use.

KOVALICK, MILLAR ON THE ROSTRUM. Two SRDS authors presented scientific papers on the results of aircraft safety programs at the Fourth National Conference on Environmental Effects of Aircraft and Propulsion Systems sponsored by the U. S. Naval Air Turbine Test Station, Trenton, N. J., Sept. 21-23. Maj. William M. Kovalick, RD-634, gave details of research conducted on lightning hazards to aircraft fuel systems, and Donald M. Millar, RD-741, discussed a test program to determine the reaction of a turbo-fan engine to the ingestion of various quantities of birds.

SALUDOS AMIGOS. Gordon L. Edwards, AS-42, is scheduled to deliver a technical paper before the Fifth International Planning Congress meeting in Mexico City Sept. 28-Oct. 3. His discourse, "Planning the Metropolitan Airport System," will examine procedures in integrating airport systems with highway and mass transit systems as part of a comprehensive metropolitan planning program.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

J. R. Halaby
Administrator

64-41 October 13, 1964

ATCA CONVENTION NEWS. Richard W. Young of the Austin RAPCON/Tower received the "Controller of the Year" medallion from the Air Traffic Control Association at its Ninth National Meeting in Atlantic City last week. Second highest honor, the Scroll Award, went to Paul Lebert, Jr., of the Baltimore Friendship International Tower while Jack C. Fahy of the San Antonio Center received a Special Recognition Award. Named Honorable Mention Controllers of the Year were: Walton G. Reece, Watch Supervisor, and Grady C. Neal, Coordinator, Moisant Tower at New Orleans, E. Russell Love, Yakima CS/Tower, Staff Sgt. Vernon R. Burns, Tinker AFB, and Carroll Matthews, of the Spokane RAPCON.

The Medallion Award for the Facility of the Year was won by the New York (Islip) Center, a Scroll Award went to the Newark Control Tower, and the Portland, Ore., Tower was selected for third place in the facility category. Three facilities, the Miramar RATCC at San Diego, the Long Beach Tower, and the GCA unit at Ramstein Air Base in Germany were given awards of Honorable Mention.

For technical writing, Charles R. Porterfield, Facility Officer in the Seattle Center, received the 1964 Writing Medallion, Marvin T. Snoddy of the Allentown, Pa. Tower the secondary Scroll, Bar-Atid Arad, Operations Chief of Israel's Department of Aviation, who was on temporary FAA assignment in Washington, was also selected a winner. Joel C. Bostian, Supervisor, Atlanta Center is ATCA's new President, and John R. Flaherty, Watch Supervisor, Washington National Airport Tower, the Association's new Vice President. Both were elected for two-year terms.

AERONAUTICAL CENTER BUILDING COMPLETED. Dedication of the Aeronautical Center's new Aviation Records Building is scheduled for Sunday, Oct. 18. This important addition to the AC complex is a modern three-story building, constructed on the central core concept, which will house records for more than 135,000 aircraft and 450,000 airmen. It will also serve as National Field Headquarters for Flight Inspection and Procedures. Among the honor guests at the dedication ceremonies will be Oklahoma Senator "Mike" Monroney. The Administrator will make the principal address.

NEW PUBLICATION AVAILABLE. The latest edition of FAA's publication, General Aviation Aircraft Radio Equipment, a summary report on general aviation aircraft equipped with radio communication and navigation aids covering the year 1962, is off the press.

JAX ARTCC TO BE SEMI-AUTOMATED. Installation of the first semi-automated air traffic control system will begin at Jacksonville, Fla., in 1965, and will be operational in mid-1967. Mr. Halaby stated that he expects experience gained at Jacksonville will help determine the best methods for "including automation of this magnitude into other operating facilities" as well as providing refinements in operating procedures. The IBM central computer -- IBM 9020 -- is the heart of the system. It will prepare and distribute flight plan information to control positions as well as calculate aircraft flight times over predetermined fixes or geographic locations. This hardware development is a follow-on to the Project Beacon study which recommended "the evolutionary construction of an air traffic control system capable of handling demands of the supersonic era." Burroughs Corp. will provide common civil-military digitizers and Raytheon will provide radar bright display equipment.

HEALTH BENEFITS INFORMATION. Most of the plans under the Government employees health benefits program will change premiums or benefits -- or both -- for the contract term beginning Nov. 1, 1964. Two pamphlets explaining the modifications in detail will be distributed throughout the Agency shortly. Employees are urged to read them carefully in order to become fully informed as to how these changes will affect their interests.

KEY EXECUTIVES SELECTED. Administrator Halaby approved the selection early this month of Enar B. Olson, as Executive Officer of the Southwest Region and Jack G. Webb as Chief, Flight Standards Division, Southern Region. Olson was Director of the FAA Academy and Webb was Special Assistant to the Associate Administrator for Programs. Executive personnel records are being screened to identify employees who have the necessary Agency background to be considered for the now vacant special assistant position. Potential candidates for the Academy Director are being sought within FAA, other Government agencies and the academic and industrial communities. Names of outstanding applicants from within FAA or elsewhere are welcomed.

MANAGEMENT TRAINING COMMITTEE NAMED. Homer C. Rose, PT-36, was selected to chair a committee to review field projects suggested for the 20 participants in the Administrative Management Development Program. The work projects are intended to amplify certain basic management concepts that are now being taught to the participants at Syracuse University. Dr. Bertram M. Gross of Syracuse will be faculty consultant to the committee consisting of John di Stefano, AD-2; J. Meisel, AP-1; and Richard W. Slocum, BU-10.

COSMOPOLITAN DAY AT DULLES. There was a genuine international atmosphere at Dulles International Airport last week. Some 21 government and airport officials representing the 13 countries who make up the membership of the Western European Airport Authorities visited Dulles as part of their annual conference held in New York City. At the request of The Port of New York Authority, an FAA aircraft transported the international VIPs from Newark Airport to DIA last Saturday. Hosting the flight for the Agency was Oscar Bakke, Director of the Eastern Region. Following an inspection of DIA facilities and a State Department luncheon downtown, there was a motorized tour of the Capitol and White House. Late Saturday afternoon the foreign dignitaries returned to Newark Airport. Bureau of National Capital Airports Director G. Ward Hobbs will greet the group on behalf of the Agency and welcome them to Washington.

NEW WAGE BOARD PAY HANDBOOK. All Agencywide policies on wage board pay have been consolidated into one directive for the first time. The handbook, PT P 3550.9, shows modifications to some existing rules for setting pay and for determining pay of wage board employees who are moved to lower wage areas through Agency-initiated action. Also covered is the new requirement for an acceptable level of competence certification for wage board step increases.

FAA HONORS ISRAELI COLLEAGUE. The Agency's highest award, the Decoration for Exceptional Service, was presented to Bar-Atid Arad, an official of Israel's Department of Civil Aviation, by Deputy Administrator Lieut. Gen. Harold W. Grant last Wednesday. "Bill" Arad, a rated pilot and mathematician of note, had just completed a 20-month tour with SRDS' Systems Design Team doing air traffic research. One of his outstanding accomplishments was development of a new theory of control load and sector design which has been adopted for evaluating and field implementation. The citation accompanying the award said, in part: "His original work ... led to basic advances in the state-of-the-art of system measurement and design. The results of his work define a path for the certain improvement in the safe and efficient flow of air traffic both nationally and internationally."

NEW APPOINTMENTS IN SRDS. The SRDS System Design Team recently acquired the services of Louis W. "Lou" Davis and Donald W. Kyle. Davis formerly served as a member of the Administrator's Aviation Human Resources Study Board which released its report during the recent "Shareholders" meeting. Kyle, who is completing studies for his Ph.D. in Electrical Engineering at Stanford University, is on a one year assignment as technical intern under the newly inaugurated Federal Internship Program. The intern system, sponsored by the Ford Foundation, was established through the initiative of the Department of Commerce's Office of Science and Technology.

BOB EYEING THOSE QUESTIONNAIRES. Following the expressed concern of the President and the Congress over the reporting and data collection burden that Government agencies levy on the public, the Bureau of the Budget plans to give the whole business a closer look. All future proposals for collection of information from the public must include the estimated number of man-hours incurred by those providing the information and the estimated dollar costs the Agency will expend in obtaining and presenting the information after it is collected. Details are contained in Change 4 to FAA Reports Management Handbook (OA P 1340.1) which is being given regular Agency-wide distribution. Additional copies should be available through normal channels after Oct. 15.

REGIONAL AF REPS BRIEFED. Air Force representatives assigned to the FAA Regional Offices met last week at the Pentagon for their annual assembly called by the Deputy Chief of Staff, Operations, Hq. USAF. A briefing on FAA plans and programs was presented by Lieut. Col. William M. Beaven, Liaison Officer with RD-50 on detail from the Air Force Communications Service.

GENERAL AVIATION FLIES FOR NATIONAL DEFENSE. Activities of the National Capital Wing of the Civil Air Patrol were directed by Nicholas J. Proferes, RD-320, when his unit took part in the general aviation emergency airlift exercise conducted over the weekend of Oct. 3-4. Proferes, a Lieut. Col. in the CAP, is Deputy Chief of Staff, Operations for the National Capital Wing. Approximately 200 people were involved in reconstitution and recovery operations under simulated post-attack conditions. During the two-day exercise, 74 missions were flown. Operations were directed from a simulated provisional base at Davis Field, Md., with the help of 14 mobile radio units, 7 local fixed radio stations and 6 ground rescue teams. Civil defense officials of Virginia and Maryland participated in the exercise.

FAA-DOD COORDINATOR RECEIVES AWARD. Col. Donald H. Higgins, former executive officer, SRDS, was presented the Legion Of Merit by Lieut. Gen. Harold W. Grant last week for his "outstanding service in liaison and coordination between the FAA and the Department of Defense." Col. Higgins is now attending the Industrial College of the Armed Forces at Ft. McNair.

NORMAN R. SMITH SUCCUMBS IN INDIANA. Norman R. (Huck) Smith, formerly of SRDS and ATS, died at 5 A.M. Oct. 8 in Milford, Ind. Huck Smith, a veteran Federal employee who retired because of illness earlier this year, was an Air Traffic Control Service specialist who served on the Curtis Committee (1956-57) which laid the groundwork for the Airways Modernization Board. This was the beginning of developments that eventually led to the organization of the FAA. His last job was Chief, ATC Research Branch, Research Division, NAFEC. Funeral arrangements are being made by Williams Funeral Home, Walcottville, Ind.

ILLNESS CLAIMS COMMANDER BILLIE E. SMITH. A former member of the ATS Evaluation Staff who left Washington in July because of illness died on Oct. 5. Commander Smith was a graduate of the University of Mississippi and a veteran of World War II and the Korean conflict. His wife, Lou, and family, reside at 2200 Dartmore Street, Brownwood, Texas.

LAST CHANCE FOR THE FAIR. If you have been putting off going to the New York World's Fair, or would like to go again, take advantage of the FA Club's safari Oct. 16, 17 and 18. The price of \$29.50 covers round trip on a chartered bus and two nights at the Warwick Hotel (double occupancy rooms). Discount tickets to the Fair will be available at \$1.50 on the bus. Families and friends are also invited to join the group. For reservations call Mrs. Evelyn Garrett at DU 7-6313 between 9:00 A.M. and 5:00 P.M., but hurry, the Fair closes the 18th.

THIS WAY DOESN'T HURT. The payroll allotment feature of the Combined Federal Campaign makes it easier for you to spread a generous single contribution over a year. The payroll allotment plan is budgeted installment giving. Many FAAers have in the past given a generous contribution to the UGF in the fall drive and also have given to the spring National Health Agencies/Joint Crusade drive. Most employees cannot conveniently give to all three of these causes at one time, but now can afford a small contribution each pay-day which in a year will amount to a fair share. Authorize your payroll deduction now -- you'll never miss it.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

FAA *Ar. H. Halaby*
Administrator
OCT 28 1964

64-42 October 20, 1964

Technical Processing

UNITED NATIONS DAY. President Johnson has proclaimed Saturday, Oct. 24, United Nations Day. The President urges Americans everywhere to take part in programs marking the accomplishments of the U.N. toward peace and progress during the 19 years of its existence. The Administrator encourages FAA employees to participate in the observation of United Nations Day in their communities.

THREE INTO ONE. Three flight information publications, the Airman's Guide, the Directory of Airports and Seaplane Bases and the Flight Information Manual will be replaced December 10 with a single streamlined volume -- the Airman's Information Manual (AIM).

The new publication is designed to serve as a convenient preflight and inflight reference source for pilots. It will provide all the information needed to plan and conduct a safe flight in the National Airspace System.

Only information of operational value to pilots will be published in the AIM. Administrative and legal notices and other non operational information will be eliminated.

The AIM will be divided into five separate sections for inclusion in a looseleaf binder. Sections will be revised either monthly, quarterly or semiannually. There also will be a bi-weekly summary of NOTAMS (Notices to Airmen).

POSITIVE CONTROL FOR ENTIRE COUNTRY. On Oct. 15, the Boston Air Route Traffic Control Center (Nashua, N.H.) began area positive control separation for aircraft flying between 24,000 and 60,000 feet. On Nov. 12, when the service is added by the Great Falls (Mont.) ARTCC, virtually all airspace in the continental United States between these altitudes will be under APC. The date will also mark the completion of the positive control program which was begun in June 1958 on three transcontinental airways.

MEDAL FOR DR. ETHRIDGE. The Administrator last week presented the Agency's Meritorious Service Award to Dr. Clayton B. Ethridge, one of the country's foremost cardiologists, who resigned as chairman of FAA's Medical Advisory Panel. The citation accompanying the silver medal read, in part: "The accomplishments of the Panel under your leadership are lasting tributes to your dedication and the personal sacrifices you have made." Dr. Ethridge has chaired the Panel since it was created in 1961. The Panel was established to provide the Administrator with the advice of 11 independent specialists on the status of airmen who had been denied medical certificates.

NATIONAL AIRSPACE SYSTEM SPECIAL PROJECTS OFFICE ESTABLISHED. A special projects office has been established to assure the effective implementation of the Air Traffic Control Subsystem of the National Airspace System. Under the executive direction of the Associate Administrator for Development, the Director of the NAS Special Projects Office, James E. Dow, will be the focal point for inter-Agency and public coordination, at the policy level, for ATC Subsystem implementation. Order OA 1100.81 provides additional information.

AGENCY TRAINS AIR NATIONAL GUARD. An on-the-job training program for Air National Guard traffic controllers at selected FAA terminal facilities was established by FAA/DOD agreement effective Oct. 1. The program supports the U.S. Air Force Emergency Mission Support Program.

A COUNT OF NUTS AND BOLTS. The National Business Aircraft Association (NBAA) and the Aircraft Owners and Pilots Association (AOPA) will help the FAA gather data on general aviation malfunctions and defects. These organizations will distribute 125,000 reporting forms to their memberships. The collected information will be issued by the Agency in the Malfunctions and Defects Reporting and Inspection Aid Programs.

FAA SAFETY AWARDS. The second Annual FAA Aviation Mechanic Safety Awards Program is nearing completion for 1964 with a tally of 31 state and 14 regional winners. The Flight Safety Foundation in New York will select general and air carrier national winners from the 14 regional representatives. Winners will be announced Nov. 6. Administrator Halaby will make the presentations in Washington, D. C.

BRITISH RADAR EXPERTS HERE. Three members of the Royal Radar Establishment are investigating air traffic control data processing and display in the U. S. During a two-week period, October 12 - 23, they will visit the ARTS installation in Atlanta, the New York ARTCC and the Washington headquarters.

WANTED == TEN OUTSTANDING YOUNG MEN. Regions, centers and the Washington headquarters are being requested to submit nominations for the Arthur S. Flemming Award. This award is presented each year to the ten men in the Federal Government, under 40 years of age, who have made exceptional accomplishments in the scientific, technical, administrative or executive fields.

CONTRACT CONFERENCE CALLED. The Installation and Materiel Service has scheduled a construction contract conference Oct. 26-29 in Washington for construction procurement representatives from the regions, NAFEC and headquarters. New concepts and ideas such as value engineering and critical path method in construction procurement will be discussed, together with the old, continuing problems of contractor selection, pricing, change orders and labor relations.

EARHART SCHOLARSHIPS. Zonta International has announced that applications for the 27th annual Amelia Earhart Scholarships will be accepted until Feb. 1, 1965. These grants of \$2,500 each are made annually to qualified women for advanced study in the aero-space sciences. Complete information is available at Zonta headquarters, 59 East Van Buren Street, Chicago, Ill.

IFR NO RULE HERE. Since May 1962, when the first helicopter course started at the FAA Academy, not one day of scheduled flight training has been cancelled because of weather. Even when ceilings were so low as to prevent the 'copters from leaving ramp areas, hover training was completed -- an impressive record for VFR aircraft only.

ATCA CHOOSES NEW CHIEF FROM SRDS. Lieut. Col. Joseph A. Gascoigne, USAF, has been appointed executive director of the Air Traffic Control Association. Colonel Gascoigne, a pilot and former controller, is presently assigned to the Air Traffic Control Development Division of SRDS. He is retiring soon from the Air Force, after 23 years service.

NEXT WEEK ISN'T TOO EARLY. Christmas gifts for Armed Forces personnel overseas should be mailed between Oct. 21 and Nov. 10 to assure delivery before Christmas Day. Air mail items should be mailed prior to December 10.

BOB HUFFMAN RECEIVES MEDAL. Lieut. Gen. Harold W. Grant presented the Air Force Commendation Medal to Maj. Robert E. Huffman on Wednesday, Oct. 14, for outstanding achievement while serving as Chief of the Emergency Readiness Branch, Office of Headquarters Operations. The revitalization of the Agency headquarters defense readiness program and the success of the building warden organization are largely attributable to Major Huffman. He has returned to flying duties at Langley Air Force Base, Va.

STANDING ROOM ONLY. During a one-month period (Sept. 9 - Oct. 7) more than 5,000 people trooped through FAA research and development exhibits at three recent major aeronautical events -- the Air Force Association convention and the "Shareholders" meeting in Washington, and the ATCA annual get together in Atlantic City. The Agency's scientific and technical accomplishments were presented in the form of mock-ups, motion picture and slide presentations, still photos, and actual equipment components ranging from alpha-numeric to x-y-z position reporting.

MARZEC PROMOTED. Frank W. Marzec Jr., has been named Chief of the Communications Project Branch, IM-140, focal point for the material aspects of FAA communications facilities. Marzec has been with the Agency for 15 years.

NEW IAAO AT WESTERN. Western Region's Public Affairs Officer, Eugene S. Kropf, has been appointed part time International Aviation Affairs Officer.

INSTANT AIR TRAFFIC CONTROL. A training package covering important control procedures in the new two-layer airway/route structure has been sent to ATC facilities by the FAA Academy Air Traffic Control Training Division. ATS has recommended that a similar approach be used on future major revisions of the air traffic control procedures manual.

TIME FOR FLU SHOTS AGAIN. Inoculations of influenza vaccine will be given free in the headquarters building clinic from 1:30 to 4:00 P.M., on Monday, Tuesday and Wednesday, Oct. 26, 27, and 28; at Washington National Airport Monday through Friday, Oct. 26-30, from 8:00 A.M. to 4:00 P.M., and at Dulles on the same dates from 9:30 to 3:00 P.M. Those who have never had an influenza shot will need two for maximum protection; the second to be taken at the same health unit four weeks after the first. Previously immunized employees will need only one booster. Persons allergic to chicken, eggs, chicken feathers, or who have other serious allergies will not receive these shots.

A BLUEPRINT FOR TRAINING. Homer C. Rose, PT-36, is the author of a timely new book, The Development and Supervision of Training Programs, published last month by the American Technical Society, Chicago. The book is aimed at those who plan and direct training programs in government, industry, military and technical schools. This is Mr. Rose's second book. His first, The Instructor and His Job, (1961), continues to be a best seller.

FAA EARNS ANOTHER SAFETY FIRST. FAA is the first Federal agency to be represented on the Executive Committee of the National Safety Council, Aerospace Section. Joseph C. Caldwell, PT-23, has been selected to represent the Agency on the 32-member committee. Made up of top safety engineers from the aerospace industry, the group is responsible for guiding the National Safety Council's industrial aerospace safety activities.

SPENDING YOUR CFC DOLLAR. Twenty-five cents a week over a year's time will send a child to day camp for the summer; 50 cents a week buys three days of surgical dressings for a cancer patient; 50 cents a week will also buy a day's hospital care; \$1.00 a week gives vision tests to 100 pre-school children or one month of special schooling for a retarded child; \$2.00 pays for an earth block house for a Korean refugee family; \$2.50 puts braces on a crippled child so he may stand on his own two feet; \$3.50 a week buys a wheel chair for a multiple sclerosis victim. Help the helpless through payroll allotments.

GA OPERATIONS INSPECTORS TRAINING. Specialists from FA-400 attended concluding sessions of the Special Flight Instructor Course for General Aviation Operations Inspectors at Ohio State University on Oct. 1-2. The third and final class is being held this week.

LIGHTNING STRIKES RESONANT CHORD. The status of experimental work being done at NAFEC on lightning strikes and their relation to aircraft accidents was the subject of a report by Harvey L. Hansberry, RD-740. He presented the report before the International Air Safety Seminar sponsored by the Flight Safety Foundation in New York City Oct. 12. Titled What is Being Done Re: Lightning, his paper provides a comprehensive exposition of work being done and planned.

INTERCOM

FEDERAL AVIATION AGENCY

J. H. Halaby
Administrator

64-43 October 27, 1964

AIRPORT PROGRAMS MUST CONSIDER GENERAL AVIATION. FAA concern for the nation's general aviation was evident in conditions the Agency attached to the release of funds tentatively allocated to the Port of New York Authority under the Federal-aid Airport Program for 1965. Of the \$72,609,337 in Federal matching funds for construction and improvement of 413 civil airports in Fiscal 1965, \$6,530,452 was earmarked for the Port of N. Y. Authority for improvements at LaGuardia, Kennedy and Newark Airports. Upon hearing of the Port's plan to close the general aviation airport at Teterboro, N. J., the Eastern Region advised the Port Authority that, "Any loss of the presently available airport facilities would endanger the program for the safe and efficient utilization of the airspace in your district and would defeat the purpose of the tentative allocations that the Government of the United States proposes to make available to the Port of N. Y. Authority in that it would deprive the N. Y. Metropolitan area of adequate airport facilities at a time when all these facilities are needed and there is every indication that air traffic will increase."

It was added that the tentative allocation was made subject to the condition that the Port of N. Y. Authority submit a plan, acceptable to FAA, which is "adequate to anticipate and meet the needs of all categories of civil aeronautics."

The four airports currently operated by the Port of N. Y. Authority now handle annually approximately 600,000 air carrier operations and 400,000 general aviation operations.

PT TO HAVE AUTOMATED FILING SYSTEM. PT and all Agency personnel offices are currently working on a massive coding job which will automate the storage of personnel data on more than 2,700 employees at the GS-14 level and above. The prototype system will eventually include all FAAers in an automated filing system which will speed up retrieval of employee information. During the change-over personnel actions will continue to be made on a conventional basis.

COMPUTER AIDS OVERSEAS SELECTIONS. Target date for having a computerized inventory system to aid in foreign assignments is Dec. 31. To provide maximum flexibility and speed in selecting the best qualified volunteer candidates for specific foreign assignments, the experience and education of applicants will be fed into the system. This method will provide immediate information on managerial, technical and administrative skills of FAAers wanting employment overseas.

SHADOW FLYING PROHIBITED. A new safety rule prohibiting pilots from flying radar vectors issued to aircraft other than their own, unless specifically authorized to do so, became effective Oct. 14. FAA took the action after ATC personnel had reported several instances of two aircraft executing turns and vectors issued to but one. This is potentially hazardous in that it seriously impairs a controller's efforts to establish radar identification and could even result in misidentification. The "shadow" pilots subsequently explained that they had been practicing instrument flying and were not aware of the difficulties they were causing the air traffic control system.

JAPAN'S AVIATION PRESS ON U. S. VISIT. Assistant managing editor Kinsaku Endo of Wing Press, Japan's foremost aviation newspaper, visited the headquarters last week. Endo will tour U. S. aerospace industries through Nov. 26 to observe operations. The Office of International Aviation Affairs has extended to him an invitation to visit regional IA offices.

TWO ARE NEW. The Evaluation Staff, SM, recently added Ralph E. Nelson and Fred H. Johnson to its roster. Mr. Nelson transferred from the Alaskan Regional Office where he had served since 1946. Mr. Johnson is from the FAA Academy. He has been with the Agency since 1951, having served in the Eastern Region prior to his tour at the Academy.

VETERANS DAY. President Johnson has proclaimed November 11 Veterans Day. In doing so, the President requested officials of the Federal Government throughout the nation to associate themselves with the Veterans Day National Committee and to participate in public ceremonies and exercises "in memory of events that are past and men who have departed." FAAers are encouraged to participate in local observances in their own areas. Observance of Veterans Day at Arlington National Cemetery will begin at 11:00 A.M., with a laying of a wreath at the Tomb of the Unknowns. Tickets are not needed.

ID NOW IS. Code letters for the Office of Information Services, formerly ID, have been changed to IS, which brings it into line with the established Agency practice of using initials which are easier to associate with the officially designated office and service names.

NEW ATC "BIBLE" AIRBORNE. A new third edition of the ATC Procedures Manual, AT P 7110, effective Nov. 12, 1964, has been published. Copies may be obtained through regular distribution channels. The manual, with revision service, is also available by subscription at \$4.00 a year (\$5.50 foreign) from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20001.

AIRCRAFT ARE COLOR CODED. FS-300 has developed a consolidated book, Air Carrier Equipment Locator, which has all operators' aircraft listings. A color code system speeds up locating operators using similar equipment.

SEVENTEEN TO ATTEND MANAGEMENT COURSE. The first Employee-Management Cooperation course in the Advanced Executive Development Program will be held at the Hotel Morain, Highland Park, Ill., Oct. 27-30. FAAers attending are: William M. Matthews, AC; Warren E. Nauman, AC; Nelson F. Barritt, CE; Kirby L. Brannon, CE; Robert O. Ziegler, CE; Kurt H. Shilling, NAFEC; Louis Gettman, PC; Hugh K. Laing, PC; Arthur Marcus, PC; Henry S. Chandler, SO; Jefferson W. Cochran, SO; Chester W. Wells, SO; Mary E. Healy, HQ; Paul F. Steiner, DIA; Hervey E. Aldridge, WE; Merton W. Claar, WE; and William R. Krieger, WE. Those presenting the course are: Robert H. Willey, PT-1; Dr. Charles H. Rehmus, consultant; and William W. Heimbock and Kenneth H. Chandler, both of PT-60.

GA HOLDS HANGAR FLYING SESSION. George S. Moore, FS-1; Cole Morrow, AS-1; Joseph J. Regan, AT-600; Clifford C. White, AT-610; Arvin O. Basnight, SO-1; and Henry S. Chandler, SO-500, took part in a panel discussion and hangar flying session at the recent AOPA Air Fair and Plantation Party in Miami, Fla. Some 800 pilots from almost every state were given the opportunity to question top FAA general aviation officials.

WNA SEEKS 2d FBO. The Agency extended to Nov. 9 the deadline for bids for a second fixed base operator at Washington National Airport. Currently, Page Airways, Inc., is the sole fixed base operator granted the right to completely service general aviation aircraft at WNA. The latest invitation to bid seeks to establish a second fixed base operator at WNA "to provide for offering parallel support services to the competitive benefit of general aviation users."

BENEFICIARIES. Employees who have designated beneficiaries for their unpaid salary and Federal Employees Group Life Insurance are reminded that such designations are cancelled when the employee transfers from one Government agency to another. If a new designation is not made, the order of beneficiary reverts to that stated in the Federal Personnel Manual. Contact the Employee Relations Office at your headquarters for information and assistance.

PROFESSIONALLY SPEAKING... Delegates to the 11th Annual East Coast Conference on Aerospace and Navigational Electronics held last week in Baltimore and sponsored by the Institute of Electrical and Electronic Engineers were brought up to date on FAA doings through technical papers delivered by Agency spokesmen. Nathaniel Braverman, RD-630, served on the technical program committee and moderated a session on "Long Distance Navigation and Use of Satellites for Air Traffic Control." Raymond L. Baker, RD-633, presented a paper: Application of Satellites in the Air Space System. Paul B. Glassco, RD-330, moderated the "Landing, Short Distance Navigation and Air Traffic Control" session at which Leon C. Daugherty, RD-512, presented a paper: Aeronautical Radio-navigation System Parameters Set by Frequency Engineering. Alexander B. Winick, RD-11, spoke on the: Future FAA Plans for Air Traffic Control and Navigation Systems Modernization and Robert J. Shank, Associate Administrator for Development, participated as a member of a discussion panel titled: "Government Glances Into the Future of Aerospace and Navigation Engineering." Walter N. Pike, RD-400, served on the Board of Advisors planning the meeting. In all, 78 presentations were made in the three-day meeting, Oct. 21-23.

AWARDS AND REWARDS. Sustained Superior Performance Awards have been received by Stanley C. Vinkenes, RD-210, and Patricia A. Vedner, RD-65; also by Dena Fuhrmann, HQ-342, Margaret Frantz, HQ-6, James Crudup, HQ-354, William T. Grier, HQ-434 and Arthur E. Young, HQ-434. Special Service Awards were presented to J. Donnell Becker, HQ-4, Henry L. Dickson, HQ-510 and Arthur L. Gausch, HQ-454.

SRDS BRIEFS AIR FORCE. At the invitation of the Air Force Systems Command (AFSC), SRDS program managers briefed staff communications-electronics officers from all AFSC divisions and centers at their annual conference at Andrews AFB, Oct. 20-22. Jay W. Rabb, RD-120, and Albert R. Ridenour, RD-150; gave a joint presentation on the engineering and operational aspects of the ARTS and SPAN programs. Joseph E. Herrmann, RD-242, provided a slide-film briefing on recent developments in the Air Traffic Control Radar Beacon System (ATCRBS), and Nicholas J. Proferes, RD-320, spoke on the current status of the program on Category I, II, and III Instrument Landing Systems (ILS). This is part of a continuous effort to keep DOD officials up to date on FAA activities.

CUT IT OUT. Not long ago a custodial employee cut her hand on a broken ashtray that someone had thrown into a wastebasket--a serious cut that required five stitches to close. Unfortunately, this was not an isolated incident; custodial employees are frequently hurt by sharp objects found among the waste paper. This habit is not only thoughtless, but dangerous; so THINK before anything with a cutting edge--even an Acco fastener--is to be thrown away. For safety sake, wrap it securely, mark it plainly for special handling, and place it on the floor beside the wastebasket.

FA CLUB NEEDS VOLUNTEERS. The Federal Aviation Club is recruiting employees throughout Washington headquarters to serve as club representatives in their various offices. The work is not difficult, consisting mainly of signing up new members, renewing old memberships and handling the sale of tickets for social events. Club officers are planning a busy year, and they need help to make it a successful one. Volunteer through your supervisor before Nov. 1. The club is the Agency's recognized social and recreational organization and its activities are officially endorsed.

BULLS AND BEARS IN HQ. In the recent FA Club survey, employees reflected high interest in continuing their education. While returns are not completely tabulated, they show a trend towards education in the financial investment field. FA Club plans to sponsor appropriate courses. Watch INTERCOM for a special announcement.

BE SURE TO VOTE. Where the polls are not open at least three hours either before or after regular hours of work, employees may be excused on Nov. 3 for a sufficient amount of time to permit them to vote. District polling places will be open from 8:00 A.M., to 8:00 P.M. Voting hours in Virginia are from 6:00 A.M., to 7:00 P.M., and in Maryland from 7:00 A.M. to 7:00 P.M. Employees are urged to vote.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

K5870

October 28, 1964

S P E C I A L E D I T I O N

COMBINED FEDERAL CHARITY CAMPAIGN -- The following is a message to all employees from the Administrator:

The 1965 Combined Federal Campaign ends November 1, 1964. The Agency dollar quota is \$143,957.00. As this edition of INTERCOM goes to press we have collected only \$117,143.92, or 81.3% of the quota.

This is a one-time campaign--one gift from you covers the entire year of 1965. This is a GOOD reason why the Agency should meet its quota, but it isn't the BEST reason. The BEST reason is that each and every dollar given will be used to help less fortunate people of YOUR community help themselves. It gives YOUR neighbors and YOUR friends a chance to be self-reliant. It helps in a SMALL way to alleviate pain and suffering. Your contribution could pay the way for a breakthrough in conquering any one of a multitude of diseases which might afflict YOU or YOUR wife or YOUR husband or YOUR children or YOUR parents.

As already stated, the official campaign ends November 1st. If you've already given search your conscience and give again. If you haven't given, or given your fair share, ask yourself WHY? See your keyman NOW and give that small additional amount needed for the successful completion of YOUR campaign.

INTERCOM

FEDERAL AVIATION AGENCY

FAA Library

FEB 12 1965

J. Halaby
Administrator

64-45 November 10, 1964

Technical Processing

Branch, HQ-610

ADMINISTRATOR HALABY ON PACIFIC INSPECTION TOUR. Mr. Halaby left Washington Nov. 4 for Honolulu to review regional operations and dedicate the new Pacific Region Hq. building. He then goes to Wake and Guam for further inspections before proceeding to Seoul and Saigon for a series of conferences with civil aviation assistance groups. Tokyo will be the last stop on the Pacific tour. Mr. Halaby will meet there with civil aviation directors from countries in Asia and the South Pacific.

BLANCHE NOYES AND JACK MORRIS HONORED. Aero Club of Pittsburgh recognized two FAAers for their long service to aviation during a program which celebrated the Club's 45th anniversary. Blanche Noyes, Installation and Materiel, Agency Hq., received the Glenn Hammond Curtiss Silver Medal. John P. Morris, Flight Standards Division, Agency Hq., one of several World War I pilots and aviation pioneers in attendance, received an award in recognition of his long service with the CAA and FAA.

SST SECOND ROUND DESIGN PROPOSALS RECEIVED. Two airframe and two engine manufacturers participating in the United States SST program have submitted their second-round design proposals for Government and airline evaluation. The airframe companies are Boeing and Lockheed. The engine companies are General Electric Co. and Pratt & Whitney Division of United Aircraft. All four companies have been conducting design studies under six-month contracts awarded by FAA on June 1. Each airframe contract totals \$6 million and each engine contract \$5 million. In each case, the Government is providing 75 per cent of contract cost and the contractor 25 per cent. Government evaluation will be conducted over a 30-day period by a 120-member panel made up of specialists drawn from FAA, NASA, CAB, Air Force and Navy.

EAGLES FOR PARK & SCHWARZE. The United States Air Force announced on Nov. 3 that Lt. Col. Paul L. Park, SRDS, and Lt. Col. Elroy H. Schwarze, OIAA, were selected for temporary promotion to the grade of Colonel. These promotions are expected to become effective on the 15th of Nov. Lt. Gen. Harold W. Grant, Deputy Administrator, informed the officers of their selection and stated "it is extremely gratifying to FAA to have its officers recognized for their work in the Agency and the fine manner in which they have been fulfilling their responsibilities." He also stated that it attests the fact that outstanding officers are being assigned to the Agency in accordance with the agreement consummated between DOD and FAA under the Federal Aviation Act.

PART TIME FACILITY SITES ANNOUNCED. Five flight service stations (FSS) will become flight service facilities (FSF) in tests beginning Jan. 1, 1965. The new facilities, one in each of the domestic regions, will operate 12 hours a day, seven days a week, with a two-man staff. The five FSF test sites -- with the parent FSS indicated in parenthesis -- are: Delta, Utah (Salt Lake City); Junction, Texas (San Antonio); Myrtle Beach, S.C. (Florence); Manhattan, Kansas (Salina); and Watertown, N. Y. (Massena). The program is part of a 6-month test to establish the validity of a proposed FAA program for reorganizing, modernizing and expanding its FSS network. The action involves reassignment of approximately 25 flight service specialists.

SPORT PARACHUTING RULES RELAXED. Prior FAA approval is no longer required to permit parachute jumpers to "drift over" airports without Federal towers and over congested areas and open-air assemblies. Under the recently amended rules, jumpers drifting over such areas will have to be high enough to avoid creating a hazard to air traffic or to people or property on the ground.

QUICK THINKING FAAer SAVES PILOT'S LIFE. Floyd K. Schoolcraft, general aviation operations inspector of the San Antonio GADO, demonstrated sound judgment that helped save the life of an aerial applicator pilot suffering from parathion poisoning. Schoolcraft received a call from a local hospital saying that they had an aerial applicator pilot in extremely critical condition apparently suffering from chemical poisoning. No doctor was there and no one knew what to do. Schoolcraft immediately contacted a local FAA medical examiner who prescribed emergency treatment. The pilot responded to treatment and was dismissed from the hospital in a few days. Schoolcraft's quick action resulted in preventing possible death.

FAA SAFE PLACE TO WORK. The Fourth Annual FAA Occupational Safety Officer's meeting was held in Chicago, Oct. 29-30. Fifteen safety officers and engineers from all regions, AC, NAFEC and Washington headquarters met to evaluate the Agency's safety program progress and to plan for the coming year. The goal is to make every FAA employee more safety conscious both on and off the job and to assist management in providing safer working conditions for employees.

AIR DEFENSE HEARS FAA EXPERTS. Two SRDS technical experts presented briefings on the Air Traffic Control Radar Beacon System at a recent USAF Air Defense Command conference in Colorado Springs. Joseph E. Herman, RD-242, spoke on recent developments in the beacon system, and Karl F. Bierach, RD-231, explained a radar video data processor used in a NAFEC engineering model. Air Force personnel concerned with world wide air defense operations and requirements attended the annual Communications and Electronics Conference.

FAA RESCUE DESCRIBED IN ARGOSY. In its December issue, Argosy magazine is saluting the rescue operation carried out last January in Morgan Valley, Utah, by Art Romaine, supervising inspector, WE, GADO-13, Salt Lake City, and his staff. Two fliers crashed in an inaccessible mountain area, Francis Peak, and rescue operations were carried out in the face of an oncoming blizzard.

CHILE TO BE AIDED BY AGENCY EXPERT. Robert W. Brown Jr., MS-350, will help establish a comprehensive civil aviation statistical system for the Government of Chile while on loan to the International Civil Aviation Organization. The project includes development of a central data collection system that Government and other planning groups may apply to air transportation.

UK FLYING LABORATORY VISITS NAFEC. Feasibility of a world-wide very low frequency (VLF) navigation system was explored during a week-long series of discussions at NAFEC with a team of UK navigation experts led by D. E. Hampton of the Royal Aircraft Establishment, Ministry of Navigation. The group arrived at NAFEC Nov. 3, in a specially equipped Comet II research aircraft. The U. S. Navy has been experimenting with VLF for both surface and aerial navigation with a system known as OMEGA. Navy's C-54 research aircraft was made available to the conferees.

TWO NAMED FOR NON-FAA AWARDS. Administrator Halaby has approved two nominees for non-FAA awards: Montague E. Davis, CE, for the Horace Hart Award which is made for distinguished public service in the printing and publishing field and is presented by the Education Council of the graphic art industry; and Miss Katherine Stinson, FS-119, for the Fifth Annual Federal Woman's Award. This award is based upon career service characterized by outstanding ability in an executive, professional, scientific or technical position.

ROUGH LANDINGS SPARK PAMPHLET. Safety Education Series No. 5, Do You Know 58%.... is off the press. It points out that 58 per cent of all general aviation accidents in the last five years occurred during landing. It recommends refresher training for all pilots to improve their landing technique. Some 15,000 of the free pamphlets are distributed quarterly. They are available from GADO's throughout the United States and FAA's International Aviation Offices in other parts of the world.

NEW DEFENSE READINESS PLAN. A basic document for the preparation and conduct of Agency defense readiness duties and training needs has been completed. The document inventories defense readiness tasks and duties of various categories of employees on an Agencywide basis. Believed to be the first project of its type in Government, the inventory was developed by John R. Park and Ronald Dashby of the FAA Academy. Homer C. Rose, PT-36, was responsible for the approach used in developing the document.

NEW APPROACHES TO COORDINATING FEDERAL R&D. FAA engineers were among representatives of several Federal agencies conducting R&D programs who met last week at the Brookings Institution Auditorium to discuss better coordination among Government research and development programs. Walter N. Pike, RD-400, co-chaired the Washington Section, Institute of Electrical and Electronics Engineers, and moderated a panel discussing "New Approaches to Interagency Coordination of Federal Research and Development Programs."

ACADEMY OFFERS LOGISTICS COURSE. The Logistics Management Training Program starts Dec. 7 at the FAA Academy with the first course being Provisioning, Cataloguing and Standardization. Other courses are National Inventory Control and Distribution, Procurement Management and Procurement for Technical Personnel.

SUGGESTION FOR SUGGESTORS. Pick up a suggestion form--they are stocked at all mail stops in the building--and keep it handy to use as soon as you get a good idea. Then fill it out and submit it to your supervisor or directly to your Recognition and Awards Coordinator. If you don't know the latter's name, check this list: Ollie L. James Jr., AP-1; Anthony Macaluso, AM-4; Thomas S. Cooper, BU-10; Robert M. Felmley, CS-51; Jean Smith, GA-2; Ann M. Cacciatore, GC-4; Dana L. Scott, HQ-3; Sue F. Silverman, IS-30, Alfred Hand, IA-13; Robert M. Collins, MS-30; Anne R. Baggs, PO-1; Houston S. Seymour, PT-7; William C. Jennings, RC-1; William B. Barnes, DS-3; Travis Watson, AS-23; W. Harry Andrews, AT-110; Rueben H. Van Alst Jr., FS-18; Clement E. Mayhall, IM-3; James C. Small, RD-58; Kathleen C. Bell, SM-230; George E. Park, CA-630; and William R. Mirabella, SS-60.

WELCOME TO FAA! James A. Antonellis, supvy. employee dev. officer, HQ-130; Patricia S. Benedict, clerk-steno, AS-58; Arthur Bjorlykke Jr., contract specialist, SS-31; William H. Gibbons, firefighter, WNA; Harrison H. Hoft, budget analyst, BU-220; Priscilla F. Jackson, clerk-steno, IA-120; Glenn Mullins Jr., management analyst, RD-57; Edward B. Pry Jr., employee relations specialist, PT-23; and Theresa A. Sasway, clerk-steno, RD-58.

UNCLASSIFIED MESSAGES. Employees hand-carrying unclassified messages to the Telecommunications Center are requested to use an unclassified message drop recently installed outside of Room 128 instead of sounding the buzzer to call an attendant. The drop is never to be used for classified material.

1965 APPROACHES. Calendar pads for 1965 may be picked up at any time at the GSA retail store in the basement of Agency Hq. building.

CLOSED DOOR POLICY ADVOCATED. As the holiday season approaches, you should be doubly sure that your car doors and trunk are locked at all times if your parking area permits it. Thieves are more active than ever at this time of year and your holiday shopping goodies are more tempting. Cars parked in the Hq. building's basement garages are not immune and locking is permitted.

NOW IS THE TIME TO... The 1965 Combined Federal Campaign has been extended within FAA to Nov. 16. As INTERCOM goes to press FAA has met only 86.7 per cent of its \$143,557 goal. FAA's employees enjoy one of the highest grade and salary levels in Government, and in common with all Federal employees have received several substantial pay raises over the last two years. Surely each employee can well afford to be generous and support the Campaign to the fullest extent. Contribute painlessly by filling out the payroll deduction form. Offices which will continue their drives until the Nov. 16 deadline because they have not yet reached their goals are: Airports Service; Bureau National Capital Airports; Europe-Africa-Middle East; Installation and Materiel Service; Systems Research and Development Service; Systems Maintenance Service; and EA employees in the Washington area.

INTERCOM

FEDERAL AVIATION AGENCY

J. R. Halaby
Administrator

64-46 November 17, 1964

FLYAWAY KITS AID INVESTIGATORS. A joint effort by FS, IM, AT, and AM has filled a need for specialized equipment to be used by regional accident investigators at the scene of major air carrier accidents. Flyaway kits sent yesterday to each of the five domestic regions contain, among other items, distinctive coveralls, single side-band radio transceivers, portable tape recorders and even portable engine generators. On-the-spot availability of these standardized items will eliminate any possible confusion in the identification of authorized personnel at the scene and will provide an instant communications network among FAA/CAB investigators and state officials. The kits are packaged for easy storage at a designated regional location and for immediate shipment to the accident scene occurring within a region. Each kit is packaged into three separate units. One unit has equipment for use at the temporary field headquarters. The other two units are for use at the on-site wreckage location.

PUTTING THE SHOW ON THE ROAD. Selected film clips, tapes, kinescopes and color slides covering the Administrator's first annual National Aviation System Symposium--the Shareholders meeting--have been assembled by the Office of Information Services into a presentation designed for field use. The material is arranged to allow regions to use the package in its entirety or in selected parts tailored to specific audiences. Regional Public Affairs Officers in Alaska, Europe and Hawaii got one kit each. PAO's in all other regions got two.

BIGGEST IFR YEAR. This year is expected to be the busiest on record at FAA's Air Route Traffic Control Centers, with an estimated 11.7 million IFR aircraft handled. This is a 10 per cent increase over the 1963 figure and includes all three segments of aviation--air carrier, general and military.

TRAINING PROGRAM RELATIONSHIPS CHANGED. OA 1100.84 (Nov. 2, 1964) sets up an FAA Training Council to advise the Administrator and Deputy Administrator on all aspects of Agency training programs. The Council will be composed of PT-1, Chairman; AS-1, AT-1, IM-1, FS-1, SM-1, RD-1 and two regional directors as members. Staff back up will be provided by PT-30 as Executive Secretary and the Director, FAA Academy, as Technical Adviser. The regional directors will serve two year staggered terms, and their membership will rotate in order among SO, WE, EA, CE and SW. Under a clarification of PT roles, the Academy now reports to PT-1 rather than to PT-30. This change will enable PT-30 to concentrate on its staff role of insuring the quality of all FAA training wherever and however conducted, and for training program development, standards, and evaluation.

NEW BOOM SERIES STARTS. The Agency resumes its scientific inquiry into the sonic boom phenomenon Nov. 18 high over the wide open spaces surrounding the White Sands Proving Grounds in New Mexico. The first series will run through Dec. 15, then will be resumed Jan. 5 to Feb. 5. This new go-around of sonic booming will examine its effect on buildings. The recently concluded Oklahoma City tests were to determine the effect of supersonic shock waves on people.

ICAO DELEGATION SHORED UP. Administrator Halaby approved the nomination of Edmond V. Shores, chief, International Organizations Division, IA, as chairman of the U. S. delegation to the International Civil Aviation Organization's (ICAO) special meeting on systems planning approach for the North Atlantic. The group will convene for four weeks in Montreal, Feb. 23, 1965.

WEATHER BY LIEURANCE. N. A. Lieurance, Director of the Office of Aviation Weather Affairs in the U. S. Weather Bureau, has been assigned collateral duty as a staff advisor to the FAA Administrator. He will have office space in both FAA and the Weather Bureau and will serve as liaison between FAA and the Weather Bureau while assisting FAA in the development of short- and long-range plans to meet the needs of the National Aviation System's weather service. Lieurance was Chief of the Weather Division in FAA's Bureau of R&D from 1958 to 1959.

DOPPLER OKAYED FOR NWA. On Nov. 1 Northwest Airlines received Agency authorization for the use of doppler radar navigation equipment in their aircraft flying the North Pacific route. NWA thus becomes the second airline to get FAA approval to use doppler -- Trans World Airlines has been using the system for the past two years on its North Atlantic route. Pan Am has commenced study and evaluation of doppler for possible use on its North Atlantic service. Outlook: Doppler cockpit navigation is expected to be used on continental U. S. routes in the very near future.

EIN PROSTIT. For a few tantalizing days, the SRDS Experimentation Division, NAFEC, worked in an atmosphere dominated by a somewhat less than scientific piece of technical equipment -- a tavern-sized beer cooler delivered by mistake. NAFEC had ordered a Lenkhurt Modem, an electronic component used in transmitting digital data via telephone line from a radar site. A mixup in labeling the crates, which are of comparable size, delivered the beer cooler to NAFEC. Everything's okay now; NAFEC has its Lenkhurt Modem and it's presumed some saloon keeper is happily manning the throttles of his new beer dispenser.

SCHOOL DAYS IN CE. CE has authorized ten instructors, each at a different field location, to conduct two courses as part of intra-regional general training. The subjects, "Briefing and Presentation Techniques" and "Effective Writing," will be given quarterly at each location. The region's training officer will review course critiques and make field trips to evaluate presentations.

DO IT YOURSELF FLIGHT PLANNING. Unmanned Airport Information Desks (AID) will be tried at 16 locations as part of the 6-month field test of a new flight assistance concept beginning Jan. 1, 1965. This is an extension of the testing program involving the part-time flight service facilities (FSF) described in INTERCOM, Nov. 10, 1964.

PERSONNEL FILES LINKED TO PROMOTION. New duties, scholastic achievement or additional training are among the things which should be kept up-to-date in each employee's personnel file, and it is the employee's own responsibility to see that this is done. Merit Promotion Plan handbook (PT P 3330.1A) specifies this in par. 203. An incomplete or outdated SF-57 could stand in the way of promotion. Check with your records section to make sure yours does justice to your background and experience.

MOVES COMING UP FOR WESTERN REGION HQ. A contract and design conference for the new FAA Western Region Headquarters building was held recently by the General Services Administration. WE Director, Joseph H. Tippets, reports that the building will be located on the corner of Compton and Aviation Blvds. in Lawndale, Calif. It will cost approximately \$6 million and will be ready for occupancy in Nov. 1967. Meanwhile, the headquarters will consolidate its personnel in the Manchester Ave. buildings in Los Angeles and vacate the Osage building prior to January 1, 1965.

TRIP INSURANCE NOT VILLAIN. An FAA-commissioned study by Clarence C. Pell Jr., an independent aviation insurance authority, agrees with the Government-Industry Steering Committee on Airline Sabotage (March 8, 1963) that neither eliminating nor limiting air trip insurance would solve airline sabotage. Pell's report, submitted to Administrator Halaby after a three-month investigation, found no basis for speculating that future sabotage would be eliminated or curtailed by restricting the amount of airline insurance that could be bought or even by eliminating it entirely.

ILS STAFFING STANDARD CONFERENCE. Regional and headquarters representatives of the Systems Maintenance Service met recently in Washington to review the results of a manpower project known formally as the Instrument Landing System Staffing Standard Study. The study, a joint enterprise of SM and the Office of Management Services, establishes a systematic and more accurate method for determining the number of technicians needed to perform routine and corrective maintenance on the ILS. This type of information can be used for SM's day-to-day operations and for preparing budget estimates. The study was a pilot undertaking in which the latest scientific management and industrial engineering techniques were adapted to the complex and variable operations involved in ILS maintenance. It could serve as a forerunner for similar studies in a continuing effort to provide service at the least cost.

THESPIAN IN ATS. James Preston, a controller in Washington's ARTCC, whose extracurricular interest is acting, played the title role in Eugene O'Neill's drama, "The Emperor Jones," which was staged recently by a Washington amateur theater group. The reviewer for the Washington Post said Preston turned in a fine performance in the difficult part and that in addition to showing a deft touch with comedy lines, he made the emperor's physical collapse most convincing. Preston, who has been with FAA six years, became interested in acting only a year ago.

MORE GREEN FOR LOCAL PRINTERS. The interdepartmental Lithographic Wage Board approved a new lithographic and printing wage schedule for the Washington, D.C., locality. The new rates were effective Nov. 8. Average increases for grades 4 through 25 are 11.32¢ or 3.45 per cent. This increase resulted from a wage change survey conducted by board members last Sept. and Oct.

PARKING IMPROVED AT DIA. There'll be twice as much auto parking space available at Dulles International Airport next spring, thanks to a \$433,880 paving contract awarded last week to Tri-County Asphalt Co., Leesburg, Va. Work is already in progress. The expansion will add 885 spaces to bring the total to 1,770.

FALL ROUNDUP. GSA's cleaning force has been reminded to give special attention to the cloakrooms throughout the building, anticipating the time when overcoats and boots will be the uniform of the day. So now is the time for employees to remove stray personal objects that have found homes in these areas, otherwise they might be mistaken for trash. If they are trash, mark them so and they will be taken away. If you need assistance, call ext. 25614.

AWARDS AND REWARDS. Air Traffic Service recently awarded 30-year Length of Service Pins to Tom Dodson, AT-410, Mary E. Hayden, AT-635, Vera Heacock, AT-1, Hugh C. Henline, AT-320, and Melvin E. Tyrell, AT-404; 25-year Pins to Eleanor J. Drown, AT-130, Theodore E. Price, AT-320, Vincent W. Speer, AT-330, Jesse L. Sternberger Jr., AT-635, Conrad A. Pilkenton, AT-540, and Leonard Morris, AT-251. In the Flight Standards Service 20-year Length of Service Pins were received by Helen Monkusky and Ruth E. Williams, both FS-300, Joseph F. Hospy, FS-321, Gordon F. May, FS-327 and Timothy D. Sheehan, FS-347. Henri Keyzer-Andre, FS-300 received a pin marking 15 years of service and Leonard R. Rigsbee, one for 10 years. Quality Within-Grade increases were approved for Norbert A. Houska, RD-151 and Francis X. Harkins, RD-152. Both are air traffic control specialists, SRDS.

WELCOME TO FAA! Ruth F. Coyle, Digital Computer Systems Analyst, HQ-510; James F. Bean, Fire Fighter, WNA; Carolyn E. Fountain, IS-10, and Geraldine F. Christian, MS-411, Clerk-Typists; Sara L. Dishong, FS-450; Jane M. Leahy, AM-130, Janet G. Ratcliffe, SS-110; Monica P. Reed, SS-1; Harriett S. Carlson, FS-14; Barbara J. Harriger, FS-300; Barbara E. Mugaas, FS-100, all clerk-stenographers; William D. Vermilye, Laborer, DIA; and a great big welcome home to Gustine T. Johnson, Secretary, IA-1, after her year's sojourn in Ankara, Turkey.

NEW PROMOTION FORM READY. Employees will be informed whether or not they meet the announced qualification requirements when they apply for vacancies under the Merit Promotion plan. A new form, FAA-2066, has been devised for this purpose, and is available at the GSA store.

FIND WHAT YOU'RE LOOKING FOR? If the activities going on in your office are not reported in INTERCOM, maybe it's because you haven't told anyone. Each office in Hq. has an INTERCOM liaison official. Do you know the one in your office?

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

J. E. Halaby
Administrator

64-47 November 24, 1964

DEAR FELLOW AIRMAN. "...Aircraft don't get caught in weather, they are flown into it. The aircraft doesn't crash into a mountain, it is flown into a mountain..." These are excerpts from a letter sent to almost 370,000 active licensed pilots last week by Administrator N. E. Halaby. Signing the letter "Jeeb Halaby," he expressed his personal concern, both as a pilot and as FAA Administrator, over the toll of general aviation accidents. He made a personal appeal to pilots to take "positive action" to reduce the number of accidents which he predicts will take the lives of 480 pilots and 400 of their friends and members of their families during the next year unless individual pilots do something about it. The letter advises that 68 per cent of the 473 fatal accidents which occurred during the most recent one-year period were attributable, in part, to faulty flying techniques. Careless or reckless operation was involved in approximately 31 per cent. "In some cases," he observed, "this very letter will arrive a day or two too late."

WORTH APPOINTED TO MS. Jerry Worth, formerly with I&M in the Eastern Region, has been appointed Chief, Building Design and Space Management Branch in the Office of Management Services (MS-120).

BOOMS SHATTER DESERT SILENCE. Sonic boom study is an essential element of the national supersonic transport development program, Gordon M. Bain, Deputy Administrator for SST Development, told a Washington, D. C. press conference Nov. 18, as the second stage of the Agency's sonic boom tests got under way at the White Sands Proving Grounds in New Mexico. Current tests will continue through Dec. 17. During the period, typical structures ranging from old and new residential types to greenhouses will be subjected to sonic boom overpressures varying upward from two pounds per square foot in carefully calibrated increments. A maximum of 30 pounds overpressure per square foot will be reached during the two-phase program. Tests will be resumed Jan. 5 to continue through Feb. 4. As many as 30 runs per day will be made by Air Force F-104's and B-58's operating out of Holloman AFB. Booms will not be generated over population centers in this structural study.

TRAVELING FOR THANKSGIVING? DRIVE SAFELY AND ARRIVE ALIVE.

WATCH THAT GUN. This year before you go a-hunting, double check your guns and make sure they are not loaded, then carry them and the ammunition in separate places. Last year over 2,000 persons lost their lives and even more were injured or permanently disabled as a result of careless handling of firearms. Many of the casualties were suffered on hunting expeditions; many others were caused by "unloaded" guns. Be alert; be safe.

MILITARY LOOKS US OVER. Two groups of Pentagon-based Air Force, Army, Navy and Marine Corps officers connected with military aviation were welcomed by the SRDS Military Coordination Staff at two FAA field facilities. On Tuesday, Nov. 17, a group of ten received an all-day briefing and tour of NAFEC and the following day a second group toured the Washington ARTCC. Edwin L. Shoop, NA-33, earned a "well-done" for his handling of the NAFEC tour. Equally impressive was the performance of Chester C. Watson, Washington ARTCC chief, who escorted the visitors through his facility. After-action summation: the military was impressed.

SEEIN' THE USA THE EASY WAY. This past summer two groups of German, French, Swiss, Spanish and Dutch businessmen flew themselves and their families on a 6,700-mile, 18-state tour of the U. S. in four-place Piper Cherokee aircraft, an experience that laid the ground-work for an encore next summer. Three 23-day tours are already scheduled, the first to begin in May, the second on July 1, and the third, July 29. Reaction of the first groups upon their return to Europe was reported by the Air Attaché at the American Embassy in Paris in September: "The French are the first to acknowledge United States superiority in light and business aircraft. But nothing has had quite the impact in this area as the two recent light plane tours of the United States by groups of European, mainly French, pilots." Singled out for special praise was the FAA "...the kindness, the patience of the flight controllers was beyond praise."

SUGGEST. IT PAYS OFF. HERE'S PROOF. The number of employee suggestions submitted in the first quarter FY-65 nearly doubled the total submitted in the same period the previous year--1,302 against 766; the rate of adoption did double--145 to 291, but hold your hats--the dollar benefits went from \$10,280 to \$137,089. The gold was found mostly in the employees' own back yards as witness the \$250 check (less tax) that Mrs. Fay Brannon of the Aeromedical Certification Division at the Aeronautical Center took home recently. Her suggestion, dealing with coding of medical information taken from airman records, identified certain factors which made a major contribution to the collection system.

RADIO INTERFERENCE CAN BE PINNED DOWN. Airborne equipment designed to identify radio interference and locate its source is currently being evaluated by FAA. A one-day seminar will be held at NAFEC in January for approximately 20 pilots, panel operators, engineers and training specialists by the manufacturer of the equipment, H.R.B. Singer Co. The equipment is designed to permit ground RFI equipment operators to pinpoint the specific origin of radio interference.

GI INSURANCE AGAIN AVAILABLE. If you are one of the more than 3,000,000 war veterans with service-connected disabilities you may be eligible to buy up to \$10,000 in permanent GI life insurance. This is an unprecedented opportunity for uninsurable, qualified veterans to provide for their families. Details, too lengthy for this limited space, are available from any VA regional office. The VA reminds veterans, however, that no application can be made for the insurance until May 1, 1965, the re-opening date set by the law.

CFC REPORT. When the Combined Federal Campaign ended on Nov. 16, final returns showed Washington headquarters contributing \$136,007.38, or 94.4 per cent of its goal. The total included \$5,181.88 taken from the "wishing well" at Dulles International Airport which will go to the Traveler's Aid Society, one of the organizations participating in the United Givers Fund.

PRINTING SERVICES EXPANDED. A Central Receiving Point for printing requests is doing business in Room 537 under the guidance of John F. Nolan, Printing Specialist. Primary purpose of the service is to expedite the preliminary planning and scheduling process. Mr. Nolan will be available for consultation with offices and services on technical problems encountered in planning printing jobs. Routing symbol for the new office is HQ-431; telephone extension 24740.

MISS YOUR FLU SHOT? Go to your own Health Unit for immunization any day between 9:00 A.M., and 3:00 P.M., for the next three weeks. If this is your first one, you will need a second in four weeks time. Those who received their first flu shots during the October schedule are due for their second one the last week of November. Mark your calendar.

QUEEN AIR GROUND SCHOOL. A two-day ground school course on the Queen Air Model 80 will be given at Hangar 6 on Dec. 16 and 17. Interested pilots should contact Central Aircraft Dispatch on extension 26405.

AWARDS AND REWARDS. Length of Service Awards were presented last week to 47 employees of the Flight Standards Service. Thirty-year pins were received by Ward B. Masden, FS-5, A. A. Vollmecke, FS-120 and Mary C. Tolman, FS-412; 25-year pins by Amelia B. Maloney, FS-104, Walter B. Geilich, FS-160, Alfred W. Luther, FS-235, Richard B. Stophlet, FS-437, Allen M. Morrissey, FS-500 and Margaret F. Kiernan, FS-555; 20-year pins by Adelia S. Dawson, FS-21, Wendell R. Moore, FS-25; Edward C. Hodson, FS-40; J. Irene Twohig, FS-43, Edwin N. Morey, FS-60, Paul D. Wilburn, FS-160, Marie T. Tuel, FS-119, Gerald E. Gibson, FS-250, Alfred P. Swanson, FS-250, David D. Bailey, FS-240, Theodora C. Mossesso, FS-205, William F. Clifton, FS-440, John C. Smith, FS-425, David Thompson, FS-425, Milla W. Stuart, FS-405; Ollie M. Miller, FS-437, Frank O. Milzman, FS-524, Arthur W. McKinney, FS-522, Charles H. Schild, FS-554, Philip S. Dixon, FS-555, Vernon M. Mayes, FS-555, and Anne G. Kulick, FS-18; 15-year pins by Lois W. Harris, FS-10, Thomas J. Collins, FS-27, Edward J. Griffin, FS-123, Hugh V. McGeehan, FS-142, Victor M. Kibardin, FS-160, Bill B. Duncan, FS-205, Bud S. Settenreich, FS-340, and Edward G. Pennock, FS-437; 10-year pins by Herbert W. Anderson, FS-23, A. Scott Sudduth, FS-18, Leo T. Clark, FS-12, Edward C. Wood, FS-124, Robert T. Winters, FS-526, Robert C. Robinson, FS-555, Claude C. Irby, FS-555, and John R. Cranage, FS-18.

WELCOME TO FAA! NANCY L. ANTONOWICZ, FS-160, PATRICIA A. CLARK, AT-110 and ELSIE M. CUMMINGS, AT-560, all clerk-stenographers; BARBARA J. BEAVER, CA-215, secretary; RAYMOND L. ANDREWS and REGINALD B. SKILLMAN, firefighters, CA-211; ROBERT B. JONES and KENNETH E. LYONS, operating engineers, CA-223; THOMAS C. LAING, CA-223 and FRANCIS L. McGIRK, CA-123, electricians; ROBERT S. PERKINS, attorney advisor, GC-22 and JOHN W. CASEY, aviation medical education specialist, AM-107.

GARAGE OCCUPANTS TAKE NOTICE. Waterproofing of the "A" level garage floor will take place over the next three long week-ends, Thursdays through Mondays, beginning Nov. 26 and ending Dec. 14. While the work is in progress there will be no parking after 6:00 P.M. in the affected areas on either A or B level. Alternate parking space will be available, however, and employees are requested to please follow the instructions posted throughout the garage in order to avoid confusion and delay. Parking will be permitted on Saturdays, but only one ramp on each level will be open and it must be used for both entrances and exits. On Sundays there will be no parking permitted in the garage at all.

DUST OFF YOUR DANCING SHOES. The Federal Aviation Club's annual Christmas dance is all set for the night of Dec. 11 at the Sheraton Park Hotel. Tickets: \$5.00 each for members; \$6.00 for guests. Price includes cocktails and hors d'oeuvres from 8:30 to 9:30 P.M. From then until the windup at 1:00 A.M., it's sparkling water, ginger ale, potato chips, pretzels, and Jack Morton's orchestra under the direction of Maestro Fred Perry. Tables seat 10. Make your reservations fast, fast, fast with Rosina Jacobi; her home phone number is 562-2941.

NAS-SPO LOCATED. The National Airspace System Special Projects Office has staked out a home site in Rooms 705-A, B and C. Phone number is 27667; routing code NS-1. In addition to the Director, James E. Dow, the cadre presently on detail consists of Charles Stephenson, Arthur Braytenbah, Jay Murphy, Vivian Chandler and Charlotte Owens.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

J. R. Halaby
Administrator

64-48 December 1, 1964

DISTINGUISHED SERVICE MEDAL FOR GENERAL GRANT. General Curtis E. LeMay, Chief of Staff of the Air Force, presented FAA's Deputy Administrator with the Distinguished Service Medal during ceremonies in LeMay's office marking General Grant's retirement effective Nov. 30, 1964. General Grant was recalled to active duty immediately, and will continue to serve as Deputy Administrator of FAA at the pleasure of the President.

TOP AVIATION MECHANICS NAMED. Winners of FAA's Second Annual Aviation Mechanic Safety Awards were a 37-year-old American Airlines mechanic and a 34-year-old shop foreman for a fixed base operator in Tex. J. R. (Bob) Schneider, an instrument mechanic at American Airlines Maintenance Depot in Tulsa won in the air carrier class, and Harry A. Palmer, employed by Champs Aviation, Inc., Midland, Tex., got the general aviation award. Both men were selected last week from a group of state and regional winners following a nationwide competition to honor aviation mechanics who made outstanding contributions to aviation safety during 1963. Schneider, who was once a polio victim, discovered and eliminated the source of erroneous radio signals which interfered with the safe operation of automatic pilots on Boeing 707's and Lockheed Electras during the landing phase. Palmer developed an improved fuel strainer drain valve to prevent a fuel seepage in the Cessna Model 210 which he had traced from the nose gear well. In ceremonies to be held at FAA headquarters in Washington, Mr. Halaby will present both Schneider and Palmer with specially created medallions donated by American Aviation Publications, Inc. of Washington.

IMPACT OF MILITARY BASE CLOSURES. Closing of certain military airfields, announced recently by Department of Defense, will have a two-fold impact on FAA. As a result of closing certain large Air Force bases over a period of several years, FAA service facilities which exist primarily for those bases may be closed or curtailed.

Employees at those facilities need not be concerned about their continued employment, however, because they are assured that every effort will be made to provide "an uninterrupted career with FAA" under the provisions of Agency policy contained in OA 3300.1, dated 9/15/64. The second impact stems from Public Law 289 which charges FAA with determining what surplus airport property the GSA may transfer to non-Federal public agencies. One criterion for the determination is whether the property will fit into the national system of airports and whether it will serve to promote and develop civil aviation in the local community.

HOLLYWOOD ON THE POTOMAC. In its own quiet way the FAA-produced film, The Best Investment We Ever Made, is moving into the "hit" category not only in the aviation community but among aviation-minded civic leaders. Conceived by Airports Service Director Cole Morrow, and carried out by William J. McGill (now CE assistant division chief, Airports Service) and Ernest E. Smalling, AS-68, the 20-minute color film has been in such public demand that additional prints have been ordered. Moreover, a number of private organizations have purchased prints for their own use. The film portrays in simple terms what it means to a community to have access to the stream of air commerce. The movie was shot on location in communities that have participated in the Federal-aid Airports Program. No professional actors were used; mayors and councilmen played themselves. Narrator of the movie is Arthur Godfrey. Arrangements for seeing or exhibiting the film can be made through District Airport Engineers.

HOW TO WELCOME FOREIGNERS. New Agency Order OA 1200.4 establishes Agency-wide requirements for getting approval for official visits of foreign nationals to any FAA office located within the United States. The order applies to those visits by foreign nationals at which official Agency business is or may be transacted.

PILOTS, BLACK BOXES TELL HOW HIGH. NAFEC has completed the first of a series of studies on the correlation between transponder-derived automatic altitude reports and the altitude displayed on the cockpit altimeter. United Air Lines, using 24 Boeing 727's, flying routine schedules in and out of Philadelphia and New York, supplied the data to determine the degree of difference. Transponder replies and verbal communications were received from aircraft up to 200 miles distant. The next series of reports, begun last Tuesday, will collect data from United's DC-8 cargo planes which use a common source of altitude sensing. Kenneth Wise, RD-243, is in charge of the project.

SOUTHERN REGION GETS PAT ON BACK. Top staff of SO, particularly Director Arvin Basnight and PT Division Chief Shelton Taylor, were commended last month by Bun B. Bray Jr., staff member of the House Committee on Post Office and Civil Service. Bray said the staff impressed him as being among the finest public administrators in the Government today.

THE SILENT KILLER. Recent reports of carbon monoxide poisoning from charcoal briquets, used indoors for heating or cooking, have caused several state health departments to issue warnings. Tests have shown that even a few briquets could generate dangerous amounts of carbon monoxide in a closed room. Barbecuers have been poisoned after taking the burning grill into a garage, porch, kitchen or other indoor rooms. Campers have been overcome by carbon monoxide poisoning by trying to heat cabins, tents and cars with charcoal briquets. As long as the briquets are giving off heat they can produce carbon monoxide which is dangerous in an unventilated area.

TRAINING FOR THE BIG ONES. Advisory Circular AC 90-18, Large Propeller-Driven Aircraft Training Program -- General Aviation, describes areas of training for transition and recurrent training of general aviation pilots in large, prop-powered aircraft.

IT KNOWS WHERE YOU'RE GOING. A successful four-day test flight recently completed (Nov. 16-19) produced valuable information on the performance of the SRDS-developed coordinate converter, which translates radio signals into latitude/longitude coordinates. It was built under contract by Litton Systems, Inc. Jointly sponsored by the FAA and the U. S. Coast Guard, the flight covered approximately 2,400 miles -- Washington to Bermuda to Boston to Wilkes Barre (Pa.), and return to Washington. NASA and Air Defense Command radar tracked the plane for ground position reporting, and the coordinate converter readings were photographed at five-minute intervals for airborne position data. A total of 230 position plots comparing the air and ground data indicated extreme accuracy of the coordinate converter, which derives its data from the LORAN-C (Long-Range Navigation) system. The aircraft used was an R4D, operated by the Coast Guard. FAA personnel aboard included: Joseph M. DeBalzo, RD-341, project manager; NAFEC's George Quinn and Jack Townsend, RD-811; and Comdr. Curtis J. Kelly, USCG liaison officer to the FAA.

WE'RE SAVING OUR MONEY. Latest savings bond report shows 1,027 new purchasers during the third quarter of calendar 1964; more than half of them-- 538--in the Eastern Region. As of Sept. 30, according to the report, 28,516 employees, or 63.3 per cent of the Agency's total roster, are now buying United States Savings Bonds through the payroll savings plan, thereby adding to their financial security. On June 30, the figure was 60.9 per cent.

"WELL DONE" FROM THE AIR FORCE. The following message was recently received by the Administrator from General Howell M. Estes, Commander, Military Air Transport Service (MATS): "Please convey my sincere appreciation to each individual air traffic controller who participated in support of OPERATION GOLD FIRE I. Their excellent cooperation and untiring efforts greatly contributed to the success of our operation. All MATS aircrews had nothing but praise for the attention and assistance received from your personnel and efficient organization." (GOLD FIRE I was a war exercise to test Air Force concepts of airlifting Army troops and equipment).

AUDIT STAFF ESTABLISHED. In recognition of the increased emphasis being given the audit function as an aid in assuring better management of Agency resources, the former Audit Division (MS-200) has been designated a separate staff reporting to the Administrator through the Associate Administrator for Administration, Alan L. Dean. The Administrator will look to the Audit Staff for independent audits of Agency programs and for headquarters coordination of General Accounting Office audit matters. Director of the new organization is Seymour E. Blum, AU-1; Deputy Director, Charles H. McKeon, AU-2. George A. Rudiger is chief of the Audit Standards Branch, AU-100 and Gordon T. Hey chief of the Audit Operations Branch, AU-200.

SUMMER STOCK. FAA hired 377 summer employees during the period May 1 through Sept. 30, a summary report to the CSC showed. Sixty-nine were in headquarters and 308 in the regions. Of the total, 59 had worked with the Agency previous summers and 41 had been with other Federal agencies. The field figure included 118 wage board employees.

ALL ABOARD FOR NASSAU. The Federal Aviation Club has reserved space for 50 on the Queen Elizabeth's five-day cruise to Nassau, Dec. 22-28. Accommodations are still available at prices ranging from \$200 to \$250 per person (two in a stateroom) and all FAAers in the Washington area, the Eastern Region and NAFEC, as well as their families and friends, are invited to join the group and enjoy Christmas in a sunny clime. Call Mrs. John Cunningham at home: 560-4242.

GARAGE MANNERS. Employees who park in the building garage are reminded that passengers must be picked up and discharged within the assigned parking spaces only. Loading or unloading is not permitted in driveways, driving lanes or vacant parking areas.

LIFT vs DRAG. Don't drag or shuffle when walking on the rugs and you won't be charged so often, or so hard. This is the time of the year when static electricity builds up in the dry air. So please be patient and keep reminding yourself that the electricity will go away with the coming of spring and, after all, that's only just around the corner.

RETIREMENT BONUS. Employees eligible and thinking about retirement might well consider the 3 per cent increase in annuity they would get by retiring before Dec. 30 of this year. The increase drops to 2 per cent for 1965 retirees, and 1 per cent for those taking the step in 1966. Detailed information is available from HQ-140, Ext. 25664.

WELCOME TO FAA! VERA G. TAYLOR, GC-51 and MIRIAM L. BYRON, AS-62, secretaries; CATHERINE E. GOOD, FS-12 and ELLEN JEAN BRINSON, RD-55, clerk-stenographers; GLADYS B. DICKERSON, EU-3 and LAWRENCE T. ROBINSON, AM-108, clerk-typists; WALTER F. SMITH JR., laborer, CA-222; DONALD W. TENNY, electrician, CA-123; MABLE R. ARANT, electroencephalograph technician, AM-130; ANGUS W. PASCHAL, teletypist, HQ-362; PAUL D. REDDY, offset press operator, HQ-434; FREDERICK B. BURKHOLDER, pipefitter, CA-120; STEFFEN W. GRAAE, planning research assistant, PO-1; JAMES E. DUNLEAVY, monotype keyboard and casting machine operator, HQ-434; VINCENT L. COSTANTINO, program officer, IM-130.

HAPPY BIRTHDAY TO US. In case you've forgotten, it was a year ago last week that our boxes, barrels, typewriters, desks and people began to move toward the new Washington headquarters building from all around the town. We officially moved on Nov. 26, '63, and, after a year's shakedown, things are going mighty well with FAAers enjoying their new surroundings and services.



INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

W. H. Halaby
Administrator

64-50 December 15, 1964

WRIGHT ON THE HORIZON. The impact of civil aviation upon the social, political and economic forces in the world will be highlighted Thursday, Dec. 17, at the Wright Memorial Dinner when aviation leaders of 48 nations will be honored. Administrator Halaby is this year's master of ceremonies. The President and Secretary General of the International Civil Aviation Organization (ICAO) will be among the honored guests. The annual dinner, sponsored by the Aero Club of Washington, commemorates the 61st anniversary of man's first powered flight. This year, it also salutes the 20th anniversary of ICAO, a world body for the establishment of international air commerce agreements. Administrator Halaby is also host to the distinguished foreign guests for a four-day tour of U. S. civil aviation facilities, including FAA's NAFEC and Aeronautical Center prior to the Dec. 17 affair.

HOLIDAY PROPRIETIES. Agency employees who receive gifts prohibited by the FAA handbook, Conduct and Discipline, should return them to the sender with a letter explaining the Agency's policy in this respect and send a copy of the letter to the Compliance and Security Staff. Page 14 of the handbook states that employees may not accept "...any favor, gratuity or entertainment which might affect, or might reasonably be interpreted as affecting, the impartiality of such employees."

SAFETY PLAN SNOWBALLS. The Administrator's "Dear Fellow Airman" flying safety letter sent to 370,000 active licensed pilots last month has evoked favorable responses. Within two weeks of the mailing more than 300 responses were received even though none was requested. Many offered recommendations which will be evaluated, and all letters will be acknowledged. Enclosed with the letter was a safety education pamphlet, 12 Golden Rules for Pilots, for which requests continue to pour in. These will be filled as long as the supply lasts.

FIRST DME/ILS COMMISSIONED. The first combined distance measuring equipment/instrument landing system (DME/ILS) is under evaluation on runway 4 at John F. Kennedy International Airport after commissioning in late November. Early in 1965, six others are scheduled for installation and evaluation at locations to be announced.

RIGGER FIGURE BIGGER. A recent count of Parachute Riggers Certificates shows an increase of 44 per cent or 1,126 certificates issued within the past five years during which the parachute jumping sport became popular. This brings the total number of licensed 'chute riggers to 3,669.

MOBILE ATC GEAR STUDIED. An Air Force mobile air traffic control system designed to support temporary operations anywhere in the world was viewed recently by Agency personnel visiting Eglin AFB, Fla., and Tinker AFB, Okla. The Washington group studying the feasibility of the Agency's acquiring a limited number of facilities for various operational contingencies was headed by Walter C. Hayhurst of Installation and Materiel Service.

SICK LEAVE SENSE. Aeronautical Center (AC) and the National Aviation Facilities Experimental Center (NAFEC) use a special form to advise employees periodically of the value of their sick leave in dollars rather than in hours accumulated. This device emphasizes that sick leave is one of the best insurances against loss of income due to prolonged illness. Regions may get more information on the form and its use from personnel offices at either facility.

OLDEST PILOT EXAMINED AT RESEARCH INSTITUTE. Dr. Aurileus M. Wallace, 90, of Gate City, Va., oldest active pilot in the United States and possibly the world, yesterday took the standard research test given airmen in various age groups by FAA's Clinical Research Institute at Georgetown University, as part of an Agency study of the aging process. Dr. Wallace learned to fly in 1938 when he was 64 and has logged more than 3,000 hours. He passed his last flight medical in July, 1964, and was recently checked out in his own SKYHAWK by Dr. Clyde A. Lynn, Flight Surgeon and instructor, Southern Region.

DISTANT SHORES CLOSER FOR 64. Of the 83 candidates considered for International Civil Aviation Organization (ICAO) positions (INTERCOM, Dec.8), 64 were submitted to the Office of International Aviation Affairs for review by the Administrator before forwarding to ICAO for consideration.

WAGE BOARD PAY UPPED. Revised wage schedules for FAA wage board employees went into effect last month in the following areas: Mobile and Montgomery, Ala.; Alaska; Fort Smith, Ark.; Yuma, Ariz.; San Diego and Lompoc-Santa Barbara, Calif.; Tampa and Orlando, Fla.; Topeka, Hutchinson, Wichita and Central Kansas; Parsons, Kan. and Joplin, Mo.; Scranton-Wilkes Barre and Williamsport, Pa.; Cleveland, Ohio; Klamath Falls and Medford, Ore.; Charleston, S. C.; Chattanooga, Tenn., and the Puget Sound, Wash. area. Increases ranged from 5 to 10 cents per hour.

GI BILL RUNNING OUT. Korean Conflict veterans with short periods of wartime service will be first to lose their GI loan entitlement starting Jan. 31, 1965, according to a Veterans Administration announcement. Up until that date all Korean Conflict veterans are eligible to secure a VA guaranteed loan to buy a home or a farm or to enter into business. After Jan. 31 benefits for individual veterans will end according to a formula established by Congress in 1961. Example: A veteran with one year and three months service, discharged in June, 1953, would add ten years to make it 1963 and a year each for the five three-month-periods he was on wartime duty. Thus, his eligibility would extend to June 1968. For details consult your regional VA office.

PRIVATE PILOT STIMULUS ON UPSWING. Private pilot written examinations administered (51,848) during the 12 months ending Nov. 1 increased 18 per cent over the same period in 1963.

HANSCOM GETS CLOUD DETECTION RADAR. The first production model of a new cloud detection radar, AN/TPQ-11, was placed in operation at L. G. Hanscom Field, Bedford, Mass., on Dec. 3. Marvin H. Yost of Research and Development Services represented FAA at the ribbon-cutting ceremony. The Hanscom installation, which is the first of 43 ordered for world-wide installation, measures bases, tops and successive internal layers of clouds up to 60,000 feet over the station to facilitate the selection of optimum approach and departure routes.

WEATHER WISE. Five Dulles International Airport operations officers recently were certified as weather observers through home study use of training materials supplied by the Weather Bureau. Those qualifying as Weather Observers (Visibility) are: Paul W. Dahl, Frederick M. Fox, H. Donald Meck, Hubert V. Meighen and Howard C. Taber. Herbert F. Fletcher, chief, Dulles Operations Division, launched the training program when he discovered that some weather sequences were issued indicating the airport was below weather minimums for air carrier landings. Actually, there was one mile visibility or more at the time on either runway 30/12 or 1L/19R. The use of operations officers as additional weather observers has permitted several aircraft to land at Dulles which otherwise would have been diverted to other airports.

TAC LAUDS FAA. General W. C. Sweeney, Jr., Commander of the Air Force's Tactical Air Command, expressed high praise for Agency personnel concerned with Exercise GOLDFIRE I in a recent letter to Mr. Halaby. General Sweeney took note of the large number of Agency personnel who played key roles in the success of the exercise and singled out for special praise several people from the Washington Headquarters, Southern and Central Regional Offices and the Memphis and Kansas City Air Route Traffic Control Centers.

PERSONNEL INTERVIEWERS GET TRAINING. Personnel and Training's Career Planning Division conducted the first in a series of conferences last week to train 13 interviewers of applicants for foreign assignments selected by Eastern and Southern region directors. Both the Agency for International Development and State Department officials monitored the conferences with a view to adopting FAA's training procedures, which featured closed-circuit TV to record and analyze actual interviews. A training film will be made from the video tapes.

NEW ACCIDENT FORM PRINTED. Civil Aeronautic Board's newly designed accident reporting form #485 is currently being printed at the Government Printing Office. Initial supply for regional use is expected by Jan. 1, 1965.

PARKING VIOLATORS WARNED. Recent inspections have disclosed that unauthorized persons are using the headquarters building garage. Only those holding official FAA permits and government vehicles are permitted to use the space. Warning ticket will be issued for a first violation. A second violation will result in ticketing by the Metropolitan Police. Employees holding authorized permits are requested to display them prominently when their cars are parked.

TAPE RECORDER LOST. A Tandberg tape recorder, Model 3BF, is reported overdue on a return flight to Information Services. Anyone who knows the location of such a recorder, serial number 298089, is asked to call Dorothy Herkalo, Ext. 25563.

MORE ON FAMILY DAY. The welcome mat is out for the Headquarters Open House on Sunday afternoon, Dec. 20, from 3:00 to 5:00 P.M. for FAA and its friends. Both garage levels in the building will be available for parking and additional space has been secured from the General Services Administration in their lots at 7th and Adams Drive (behind the Medical Museum) and Virginia Avenue between 9th and 10th Sts. Added to the attractions announced in last week's INTERCOM, the Civil Aeronautics Federal Credit Union plans to have gifts for everybody--youngsters and adults--who visits Room 532. And on the way home drive by the Ellipse and see the Nation's Christmas Tree scheduled to be lighted on Dec. 18.

NOW HEAR THIS. If your telephone rings too loud, turn it upside down, adjust the volume regulator and the problem's solved. Try it.

WNA HANGAR HANGS OUT "FOR RENT" SIGN. The Agency announced last week that due to lack of response to its proposal for a second fixed base operator at Washington National Airport, the unused space in Hangar 12 will be made available for other aviation purposes. The action followed a Sept. 9 invitation to 38 potential bidders for the right to set up a second fixed base operation at WNA. No bids were received. The Bureau of National Capital Airports now intends to offer short-term leases on the hangar until August 1966, when a new effort will be made to obtain the services of more than one fixed base operator.

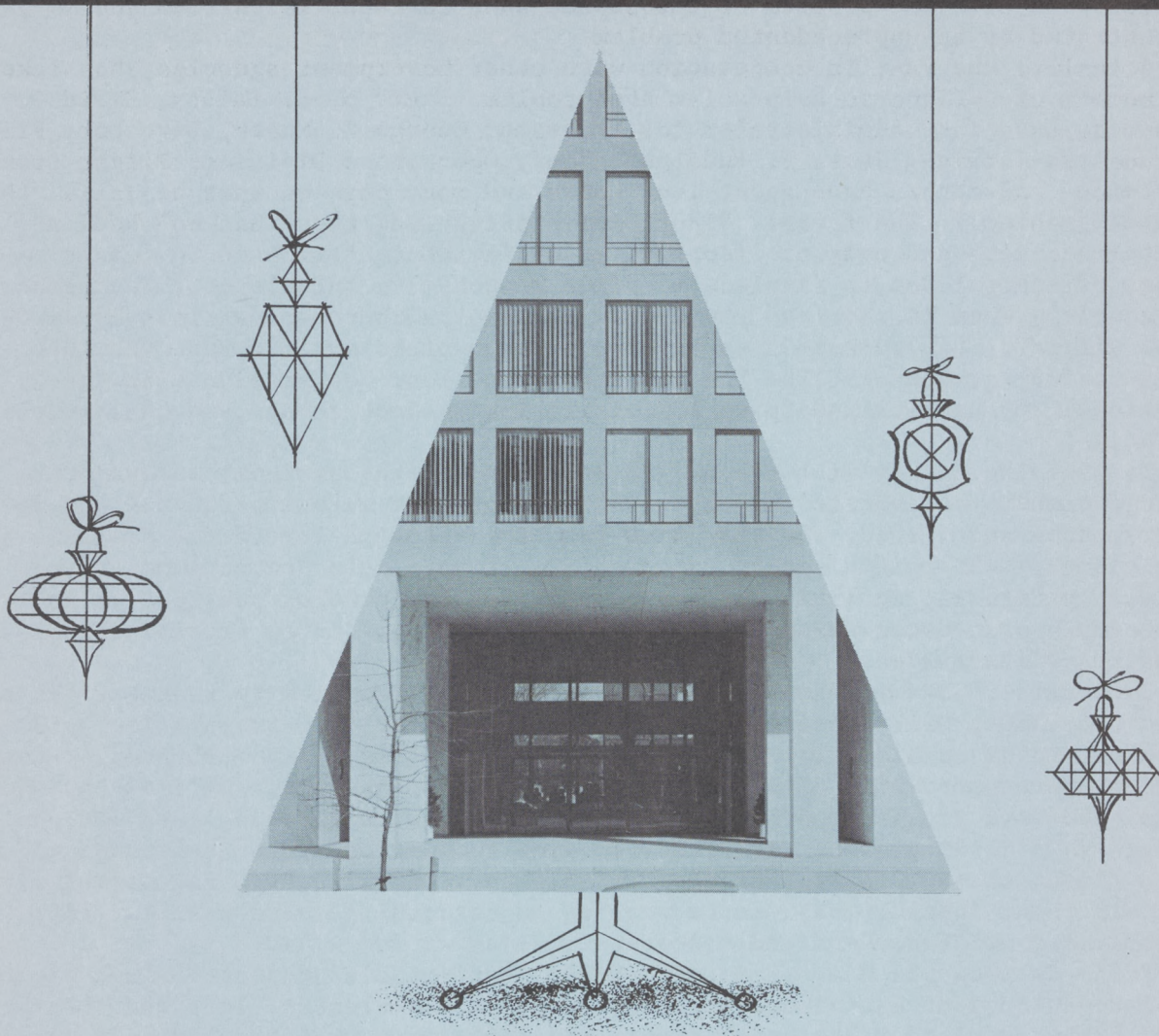
SAFETY FILMS SCHEDULED. Two films, one on driving safety and the other on artificial respiration, will be shown in the auditorium on Wednesday and Thursday of this week, Dec. 16 and 17. Together they run approximately 50 minutes. The Wednesday showings will be held at 9:00, 10:00, and 11:00 A.M. On Thursday, the showings will be continuous from 9:00 A.M to 4:00 P.M. Both films are appropriate for all drivers, particularly in view of the approaching holidays when so many will be on the road.

MR. HALABY ON DESIGN PANEL. Creative design in the Federal Government will be the subject of a panel discussion at the Department of Agriculture Graduate School. Administrator Halaby will participate with Dillion Ripley, secretary of the Smithsonian Institution; John B. Cabot, chief architect, National Parks Service, and Anita J. Moller, chief interior design, Foreign Building Operations, Department of State. To be held in the Thomas Jefferson Auditorium, South Building, Dept. of Agriculture, from 2:00 P.M. to 3:30 P.M. on Dec. 17, the discussions are open to the public.

WELCOME TO FAA. Auditors CLARENCE O. BARON and ROBERT E. WILHELM, to the Audit Operations Branch of the Audit Staff; clerk-typists CATHERINE L. COSTA, Management Services Division of the Bureau of National Capital Airports and SHIRLEY P. JONES, Personnel Programs Division, Office of Personnel and Training; JOHN W. BREEDEN, laborer, Structures & Grounds Branch, Dilles International Airport; HALFORD. P. NOGGLE, chief Air Navigation Branch, Office of International Aviation Affairs, and RAYMOND L. HARMON, offset press operator, Printing Branch.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y



Could I meet with each of you, my words would be simple and direct....
May these be for you the happiest of holidays. May you meet friends and learn
joy in giving them joy. May you see your critics in a spirit of
tolerance and forgiveness. May you be with your families and discover again harmony
in your home. May you discover again true Christmas spirit in the
delight of your kith and the satisfaction of your kin. Yes, may we see and feel
anew that God's love is reflected in the love of man for man. Let the
Christmas spirit be yours! Let this be the happiest of seasons!

Robert Halaby
Administrator

TO SET THE RECORD STRAIGHT. At a press conference last week in Agency headquarters, Administrator Halaby commented on a recent LIFE magazine story on air turbulence. The article created the impression that the FAA has done very little to solve the problem of turbulence and, in fact, is baffled and frustrated by an unprecedented problem.

Actually, the FAA, in cooperation with other Government agencies, has taken a number of actions to help solve the problem. Mr. N. E. Halaby, David D. Thomas, Associate Administrator for Programs; George S. Moore, Director, Flight Standards Service; James F. Rudolph, chief, Operations Division, Flight Standards Service; and others have spent long hours and many days on what he calls "the upset problem." The facts: Since early Spring 1964 there has not been a fatal accident and only one reported major incident attributed to "upset" -- loss of control due to airplane - pilot response to turbulence. The Agency, since 1959, when it required the installation of airborne radar in swept-wing jet aircraft, has pursued a continuing program of scientific research into all aspects of turbulence. The FAA has worked in close cooperation with the National Aeronautics and Space Administration in both actual and theoretical studies.

In 1961 the Agency with other agencies launched the national severe storm project where deliberate encounters with turbulence were experienced and instrumented and tested. In that same year the pilot-to-forecaster program was initiated. The buffet speeds expected at altitude were the subject of an Advisory Circular in 1962, and another air traffic control publication in July set forth procedures for providing information to pilots on precipitation, chaff and storm areas.

In April 1963 Administrator Halaby called a meeting with representatives of the CAB, NASA, USAF, Boeing Aircraft Co., Air Line Pilots Association, and others, to discuss several unexplained incidents that had accumulated by that time. Government-wide actions were initiated at that time. In 1963 the Agency assigned task groups to study the control system of swept-wing jets and engaged in a joint project with NASA for wind tunnel tests of the aerodynamics and flight characteristics of swept-wing jets. Concurrently, FAA worked with an Air Force-industry task force working on structural and controllability problems in USAF bombers and tankers.

Early in 1964 the FAA, again with NASA, instituted a project to investigate pilot environment and aircraft aerodynamics in turbulence. In these tests, which are expected to be concluded in mid-1965, Agency pilots flying specially instrumented FAA large jets out of Oklahoma City deliberately sought out turbulent air. Dubbed TAPER (Turbulent Air Pilot Environmental Research), the scientific study seeks detailed information on aircraft motion, control required, pilot environment and the natural "frequency" of aircraft. (These major action programs were not even mentioned by LIFE.) NASA, using its giant, one-of-a-kind motion simulator at the Ames Laboratory, Sunnyvale, Calif., investigated pilot environment under extreme conditions far in excess of those that would be expected in actual flight.

In an FAA convened symposium with instrument manufacturers and airline operators a program was initiated to re-mark attitude instruments in jet transports, particularly those relating to pitch and roll. In August 1964 the Agency awarded a contract for temperature sensing equipment with the idea of developing dependable instruments to warn of clear air turbulence.

Finally, Mr. Halaby refuted a passage in the article which said that the FAA can invoke a catch-all rule against operating an aircraft in a "careless and reckless manner" if "a pilot guesses wrong (when he maneuvers seeking to avoid turbulence) and his plane or passengers are hurt by rough weather."

"There must be a misunderstanding," he said, explaining that there has not been a single instance of the FAA using this rule in the case of an upset caused by turbulence. "We have never cited a pilot and, so long as I am here, never will a pilot be cited for making a miscalculation of that sort, except in the unlikely case of gross negligence," Mr. Halaby declared.

ANNIVERSARY OF UNION-MANAGEMENT RELATIONSHIPS. January marks the third anniversary of FAA's Employee-Management Cooperation Program. To date, the Agency has granted to various unions 14 informal, 30 formal, and 15 exclusive recognitions at activities throughout the United States, and has recognized nationally the American Federation of Government Employees, the National Association of Air Traffic Specialists, and the National Association of Government Employees. Such activity indicates the growing importance of union-management relations within FAA.

Now with nearly three years experience, it has become more clear as to just what a written contract with an employee organization will cover and what it will not cover. The Agency is willing to enter into a contract with unions granted exclusive recognition on such matters as workday and workweek schedules, certain types of leave problems, the grievance procedures, equitable distribution of overtime, and formation of consultative committees in areas such as employee safety programs. Areas not subject to negotiation include the Agency mission, its budget, its organization, assignment of personnel and the technology of performing its work. Also obviously excluded from negotiation are the many conditions of employment established by law or regulation over which the Agency management has no control. Among these are rates of compensation, retirement, amounts of annual and sick leave accrued, injury compensation, Government life insurance amounts, and relocation allowances.

Proper enlightenment of Agency personnel as to the Agency's obligations and the limitations on what it can negotiate on will result in more harmonious relationships between the bargaining parties, and eliminate dissension brought about by misunderstanding or lack of knowledge of the Agency's responsibilities. The Agency will be fair in its dealings; however, it will be firm in maintaining management's prerogatives in assuring the efficient performance of its mission.

TWO NOMINATED FOR FLEMMING AWARD. On recommendation of the Executive Personnel Board, Administrator Halaby nominated Isaac H. Hoover, airframes program manager, Aircraft Development Service, and James T. Murphy, director of Compliance and Security, for the Arthur S. Fleming Award for outstanding service. The award is limited to outstanding young men of the Federal Government who will not have reached age 40 before Jan. 1, 1965.

PLANNING FUNDS APPROVED. The first grant for advance planning under the Federal-aid Airport Program was made to Sydney, Neb., on Dec. 7. The \$1,750 grant was made possible under a March 1964, amendment to the original 1946 Act. The Federal funds will be matched by state and city money to finance the preparation of a new airport layout plan. Airport construction and improvement funds appropriated under the Act through FY '66 total \$967,311,226.

LEAVE POLICY. Supervisors have been asked to pursue a liberal policy in granting annual leave to FAAers who want time off on the Thursday before Christmas and the New Year.

LOOP-AROUND' SPEEDS CIRCUIT TEST. A new, speedy system for checking the Agency's remote control air/ground (RCAG) facilities is being installed by American Telephone and Telegraph Co. The loop-around is a transistorized, tone-actuated device mounted inside the facility which will make it possible to check circuits from a telephone company service test center serving an ARTCC to remote RCAG locations in a matter of seconds. As equipment becomes available, AT&T will install the devices on a schedule coordinated with the appropriate regional offices. Details are contained in OA 6540.1, Dec. 9, 1964.

RETIRED MILITARY, 'ATEN-HUT!' Retired regular commissioned or warrant officers appointed Federal employees before Dec. 1 must decide whether to retain their current status or become subject to the new Dual Compensation Act. Those who haven't received an election form from a military finance center by Jan. 1, 1965, should contact their finance center at once. An election must be made by March 1, 1965, or the employee will remain in his present status. No changes will be permitted after the March 1 cut-off. Read about the Act in Civil Service Commission Bulletin 550-9 available at personnel offices.

FAREWELL TO ALMS. Public Law 556 prohibits all solicitation of alms and contributions, (other than officially approved charity drives) and any kind of commercial sales on Federal property. Notify the Compliance and Security Staff, Ext. 25621 if you encounter a violator.

FILE CABINETS DANGEROUS. Beware of a file cabinet that is not secure on its moorings; the weight of an opened drawer could topple the whole thing over right on top of you. Especially dangerous is a file cabinet standing on a rug. Never pull out more than one file drawer at a time and always store heavy materials at the lowest level.

INJURIES AT WORK. Report all on-the-job accidents, however unimportant they seem at the time, to the Occupational Safety Officer, HQ-140. Often, corrective action can be taken after a minor accident that will prevent a more serious one. For example, an employee cut his finger on a sneaky piece of metal in a 5th floor snack bar trash receiver. Result: metal strips were removed from all such trash receivers. Had the incident not been reported, it is possible that others could have suffered a nasty gash.

WELCOME TO THE AGENCY. JOSEPH K. BLANK, security specialist, Compliance and Security Staff, Office of Headquarters Operations; JACK B. COLLINS, supervisory management analyst, Management Survey Team, Office of Management Services; GREGORY T. HAUGAN, aerospace engineer, Program Analysis & Control Division, Office of Supersonic Transport Development; ALFRED J. HEFFERNAN, auditor, Audit Operations Branch, Audit-Staff; MARY R. BOONE, laborer, Janitor Branch; MELVIN G. PAYNE, laborer, Structures and Grounds Branch, and CHARLIE A. BREEDEN, operating engineer, Utilities Service Branch, all Maintenance Division, Dulles International Airport.

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R. Halaby
Administrator

64-52 December 29, 1964

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1964--THE YEAR IN REVIEW

Here, in capsule form, are some of the events which took place during the year that was 1964:

JANUARY

Government-wide pay raise goes into effect.*** Boeing 727, first three engine transport developed in decades, receives FAA type certification.*** ICAO declares 1963 a record year of international passenger traffic.*** FAA reaches agreement with a major insurance company to insure passengers on Agency aircraft at commercial rates.*** Administrator dedicates new Air Route Traffic Control Center at Miami.*** Headquarters and NAFEC staffing adjustment programs substantially completed.*** Lockheed, Boeing and North American Aviation submit airframe proposals for the U. S. supersonic transport; engine design proposals received from Curtiss-Wright, General Electric and Pratt & Whitney.*** Mr. Halaby presents FAA Meritorious Service Awards to Mary Healy, Clarke Harper, Donald King and Charles Carmody.*** First annual Aviation Mechanic Safety Awards presented by Administrator.*** Dr. Romney H. Lowry appointed to head Research and Education Division, Office of Aviation Medicine.

FEBRUARY

Sonic boom tests begin at Oklahoma City.*** First employment-management relations agreement negotiated by FAA between Atlanta Aircraft Maintenance Base and American Federation of Government Employees, AFL-CIO.*** Nelson B. Jump named Chief, Personnel Operations Division, Office of Headquarters Operations.*** FAA awards two contracts for studies of aircraft lightning protection measures.*** Certificated aircraft repair stations reach an all-time high--1,113.*** Glenn E. Goudie appointed Deputy Director, Systems Maintenance Service.*** A \$2.2 million contract for 25 airport surveillance radar transmitter/receiver systems awarded.

MARCH

Dr. M. Samuel White appointed Federal Air Surgeon, and receives Medical Alumni Award from his alma mater, New York University.*** United States-United Kingdom annual aviation parley opens at Dulles International Airport.*** Reserved positions for U. S. supersonic transport total 75; number of airlines holding positions 14; total advance royalty payments \$7.5 million. (Current totals are 93 reserved positions, 21 airlines, and \$9.3 in advance.)*** Phillip M. Swatek transferred to Southwest Region as Deputy Director; Charles G. Warnick replaces him as Director, Office of Information Services, and Dennis S. Feldman succeeds him as Deputy Director.*** FAA recognizes Local 98, Amalgamated Lithographers

of America, AFL-CIO, as the exclusive representative of Headquarters Printing Plant employees.*** President Johnson signs a three-year extension to the Federal-aid to Airports Act, making available \$225 million for airport development.*** INTERCOM celebrates first birthday.

APRIL

Alaska Region rebounds within 48 hours after one of the worst earthquakes on record shattered a considerable part of the state.*** Civil Service Commission terms FAA's Merit Promotion Program one of the most advanced in Government.*** Administrator Halaby, Associate Administrator Thomas and other FAA executives meet with representatives of industry groups to consider the Flight Service Station network and its functions.*** Technical teams from 10 airlines and the Government's 210-member Supersonic Transport Evaluation Group study design proposals for the U. S. SST and present their opinions to Gordon M. Bain, Deputy Administrator for SST Development.*** Plans for a consolidation of certain FAA aircraft maintenance bases made in accordance with Project Preflight study.*** Agency commissions a 2750-nautical mile teletype-writer channel in the submarine cable between Honolulu and Nandi, Fiji Islands.*** J. Thomas Tidd named deputy director of Policy Development.

MAY

While en route to Alaska to survey earthquake damage, Administrator Halaby takes time out at Seattle to test hop the Boeing 727.*** Agency receives recognition from President Johnson at the White House Ceremony for its 1963 Occupational Safety Program.*** Agency proposes that the need for flight engineers on transport aircraft certificated after Jan. 1, 1964 should be based on crew operation workload and cockpit design rather than on aircraft weight.*** The 32 members of the FAA's Women's Advisory Committee on Aviation holds first meeting with the Administrator.*** President Johnson approves the supersonic transport program and directs the appropriate Federal agencies to start the program immediately after noting that the recommendations of his Advisory Committee and FAA Administrator Halaby were essentially the same.*** The National Academy of Science assumes an advisory role in connection with the nation's sonic boom research program on the invitation of FAA.*** The Regional Directors conference sets the stage for a full scale discussion and resolution of issues centering around Project FOCUS.

JUNE

First issue of FAA HORIZONS employee magazine in its new 32-page format distributed.*** U. S. Coast Guard completes the first of a series of flights for evaluating FAA development in long-distance navigation using the Loran-C system.*** Administrator Halaby presents the Agency's first gold medal for Exceptional Service to Mrs. George Washington Fitzgerald to honor her husband who gave his life protecting other employees and dependents while island manager on Wake.*** British Air Registration Board studies the Agency's Mechanical Reliability Reporting system for possible use in Britain.*** Airspace restrictions over the Panama Canal Zone are modified by the FAA and the Department of Defense to improve the flow of civil air traffic in that area.

JULY

W. Lloyd Lane becomes Manager, Aeronautical Center, and Clifford Walker of Southern Region, succeeds him as Deputy Director, Flight Standards Service. *** Administrator tells press conference that FAA controllers are a dedicated group that has been consistently upgraded with more pay increases than almost any group within the Government. *** Patent application submitted by FAA on Capture Effect Glide Slope developed by Henry E. Butts, RD-320, to improve safety of ILS approaches at airports with limiting terrain features. *** Contract for \$1.6 million let for data filter equipment to permit controllers to select or withhold information for display on radarscope. *** Contract let for \$1.5 million for 33 prefabricated airport traffic control cabs. *** Low cost ILS system adopted by Agency Review Board. *** Eastern Region's consolidation of Detroit and Cleveland ARTCC's completed. *** Robert M. Randall named Deputy General Counsel. *** Responsibility for airspace assignments in terminal areas is transferred to Regional Offices except for restricted areas and other special use airspace. *** Requirements announced for voice recording installation in jet and turbo-prop aircraft weighing more than 12,500 pounds. *** Phase I sonic boom tests at Oklahoma City end July 30th.

AUGUST

Contract for \$92,486 for detecting clear air turbulence by sensing temperature variations in air masses let to Litton Systems, Inc. *** Survey shows that in 1962 general aviation represented over 98 percent of all civil aircraft, 82 percent of all aircraft hours flown and 69 percent of all aircraft miles flown. *** Retirement of Lewis N. Bayne, Manager of Aeronautical Center, is announced effective Sept. 1. *** President signs pay bill providing increases retroactive to July 5 effective with Aug. 26 paycheck. *** Washington National Airport's 6,870-foot north-south instrument runway back in business with a new surface, touchdown zone and center line lighting system. *** Deputy Administrator Grant attends ceremony in Reykjavik, Iceland, commemorating completion of Phase 2 of the USAF/FAA/ICAA air safety program. *** Senate passes FAA's 1965 Appropriation Bill restoring most of House reductions and sends to Conference Committee.

SEPTEMBER

Crash-test program ends with scientific destruction of a Super Constellation at Deer Valley Airport, Arizona. *** Dr. Homer L. Reighard is appointed Deputy Federal Air Surgeon. *** Airways Engineering Society notifies Administrator that it no longer desires status in the Employment-Management Cooperation Program, but wants to function strictly as a professional group. *** The Administrator tells news conference that none of the nine design proposals submitted for a local service airline transport (the so-called DC-3 replacement) was so advanced or unique as to merit "spending \$100,000 of the taxpayers' money." *** John M. Beardslee is succeeded as Director, Central Region, by Edward C. Marsh after Beardslee's retirement, effective Sept. 1, following 36 years service.

OCTOBER

One hundred and fifty of the nation's leaders in aviation, representing union presidents, corporate chief executives, Government officials, trade associations, Women's Advisory Committee, individual advisors and personal pilots, participate in a two-day National Aviation System Symposium. ***

*** Richard W. Young of the Austin RAPCON/Tower named "Controller of the Year" by the Air Traffic Control Association.*** Aviation Records Building, a three-story building for housing records on more than 135,000 aircraft and 450,000 airmen, dedicated at the Aeronautical Center.*** On-the-job training for Air National Guard traffic controllers at selected FAA terminal facilities established by FAA/DOD agreement.*** Plans announced for replacing Airman's Guide, the Directory of Airports and Seaplane Bases and Flight Information Manual, with a single streamlined volume -- the Airman's Information Manual (AIM).

NOVEMBER

Increased cooperation between FAA and the six-member European Organization for the Safety of Air Navigation (EUROCONTROL) agreed to by Administrator Halaby and Rene Bulin, EUROCONTROL official.*** Second-round design proposals in the United States SST program submitted for Government and airline evaluation by airframe manufacturers Boeing and Lockheed, engine manufacturers General Electric Co. and the Pratt & Whitney Division of United Aircraft.*** Agency's scientific inquiry into the sonic boom phenomenon resumed at the White Sands Proving Grounds, N. M., to determine sonic boom effect on structures. *** An FAA-commissioned study agrees with the Government-Industry Steering Committee on Airline Sabotage that neither eliminating nor limiting air trip insurance would solve airline sabotage.*** Decision announced on five flight service stations slated to become part time facilities and 16 sites of unmanned information desks as part of 6-month test program.*** Administrator completed round-the-world inspection tour coinciding with dedication of Pacific Region Hq. Building and a series of meetings with international aviation groups. ***Dulles enters its third year following steady growth in aircraft operations and passengers moved.

DECEMBER

Deputy Administrator Lieut. General Harold W. Grant receives the Distinguished Service Medal during ceremonies in General Curtis E. LeMay's office marking General Grant's retirement and simultaneous recall to active duty effective Nov. 30, 1964.*** The FAA-produced film, The Best Investment We Ever Made, portraying the significance of an airport to a community moves into the "hit" category as public demand for copies increases.*** Bernard J. Vierling, Director of FAA's Systems Maintenance Service, receives an Economy Achievement plaque from President Johnson for saving FAA more than \$8.1 million in FY 1964 by instituting new management methods and procedures.*** Aviation leaders of 48 nations, including the President and Secretary General of the International Civil Aviation Organization (ICAO), are among the honored guests at the Wright Memorial Dinner in Washington, emceed by Administrator Halaby, marking the 20th anniversary of ICAO.*** First combined distance measuring equipment-instrument landing system (DME/ILS) is under evaluation at John F. Kennedy International Airport, N. Y., after commissioning in late November.*** Isaac H. Hoover and James T. Murphy nominated by the Administrator for the Arthur S. Flemming Award for outstanding service.*** Opening of communications control center at Aeronautical Center marks completion of Phase I of Agency-wide communications loop in support of management continuity.*** Agency personnel figures drop to 45,000, a decline of over 600 from previous year in the face of expanding services.*** And that was the year that was.