

INTERCOM

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

FAA Aeronautical Center

63-23 August 7, 1963

AVIATION RESEARCH AND DEVELOPMENT SYMPOSIUM. Plans for the FAA-sponsored second International Aviation Research and Development Symposium at Atlantic City, N.J., September 16-18 are nearing final form. The three-day technical session, presided over by Alexander B. Winick, SRDS System Design Team, will explore the latest advances in airborne systems sub-system development and operational aspects of all-weather landing systems. Strong interest has been demonstrated by national and international governmental and industrial groups. Of 30 technical papers submitted 19 have been selected for presentation. About 400 American and foreign representatives are expected.

85 FAA ACADEMY EMPLOYEES HONORED. A total of 85 FAA Academy employees were given recognition and presented with awards by the Director, Mr. Enar B. Olson, in the Headquarters Building Auditorium on Wednesday, July 31, 1963. These awards included 26 for outstanding performance, 38 for sustained superior performance, 1 for special service, 2 for beneficial suggestions, 1 for 20 years' service, 15 for 25 years' service, 1 for 30 years' service, and 1 for 35 years' service.

OPERATIONS AIRMAN EXAMINATION SECTION EMPLOYEES HONORED. In a brief ceremony conducted on July 31, 1963, L. E. Brooking, Chief, FS-905, presented length of service awards to 5 employees - two for 20 years' of service and three for 10 years' of service. As a prelude to the awards, Mr. Brooking stated, "although the Federal Aviation Agency is a single enterprise, it is gratifying to be able to recognize and commend the individual."

SECURITY IS EVERYONE'S JOB. The Office of Compliance and Security reminds personnel of the necessity for safeguarding national defense information. Often, however, too little thought is given to the importance of keeping FAA business within the Agency. Much information of an administrative nature circulates far beyond the "need to know" area. When administrative decisions are made, extreme care should be utilized in assuring that the facts are confined to the proper channels and do not become the subject of "corridor conversations," "coffee break banter" or "carpool palaver." FAA deals with a tremendous cross-section of the public in the aviation community. Adequate channels exist within the Agency for the proper, timely and accurate dissemination of information and decisions. Let these channels do the job. This was the theme of the Director of Compliance and Security's remarks before the Administrator's staff meeting last week.

MERIT PROMOTION PLAN. Introduction of the new plan, scheduled to go into effect October 15, will be made to Aeronautical Center officials starting September 16. The introduction will include an Agency produced movie called "A Step In the Right Direction."

PAY INCREASE HEARINGS SET. Congressional hearings will begin on August 13 on a score of bills to raise salaries of over a million and a half classified and postal employees. House Post Office and Civil Service Committee will examine two sets of bills. One is the proposed legislation to make effective the President's supplemental pay plan in line with the new law which requires the Government to pay salaries that are comparable with rates in industry. Other bills introduced would rework the President's plan by providing smaller increases in the top grades and larger ones in the lower grades.

CELEBRATION FOR OUR BIRTHDAY. November 1, 1963 marks the fifth anniversary of the FAA and the whole Agency will take part in the celebration. Headquarters staff support will be given to area coordinators and selected facility chiefs, in the form of publicity kits, film clips, and brochures but the real opportunity to stimulate public interest in FAA accomplishments during the past five years will be available at the local and regional levels. General Grant encourages all employees to think of imaginative and appropriate ways of celebrating our five year mark. Send your suggestions to your regional public affairs officers.

FLIGHT INSPECTION SPECIALISTS. FAA plans to qualify Flight Inspection Specialists as Flight Inspection Procedures Specialists through revised training courses and on-the-job training. The revised training will begin at the FAA Academy this fall. Revised directed study courses are planned to be available early next year.

NEW RADAR PROCESSING EQUIPMENT. A \$1.8 million contract was awarded by FAA to the Burroughs Corporation of Paoli, Pa., for development of four Radar Video Data Processor Systems (RVDP). This will be new electronic equipment which, when installed at any radar site, will process the signals for transmission over telephone landlines into ARTCCs. One will be installed at the ARSR in Suitland, Md and will be remoted to NAFEC. Others will be installed at Philadelphia and at NAFEC for test and evaluation by the SRDS. In time RVDPs are expected to replace the expensive microwave transmitter and repeater facilities now in use.

GENERAL AVIATION SAFETY CAMPAIGN PAYING OFF IN SOUTHERN REGION. "Be Accident Free in '63" is a slogan that has been paying handsome dividends for the first half of this year. Compared with the first six months of 1962, this year's SO safety record shows a reduction in accidents of nearly 20%.

FAA ENFORCEMENT PROGRAM REFLECTS SIGNIFICANT FACTS. The Annual Report on Enforcement for Fiscal Year 1963 discloses a marked increase in the number of cases filed, the number of cases closed, and indicates continuing success in cases appealed to the CAB. During the past 12 months, 4750 cases were filed; 3705 in general aviation and 1045 in air carrier. This is an increase of 750 cases over the last fiscal year and represents the largest number of cases ever filed. The Agency also closed a record number of cases during the year -- 4620 -- which exceeds any prior year. A review of the breakdown of cases closed indicates a general increase in all types of sanctions and does not represent a "crackdown", but does show an increase in productivity.

PERFORMANCE IMPROVEMENT PROGRAM. The recently planned implementation of the second part of PIP will entail reviewing performance, using performance standards previously developed, and planning action to improve performance. All supervisors are to receive performance review process training by the end of the year.

FAA APPOINTS JOHN BRENNAN TO INTERNATIONAL CIVIL AVIATION ORGANIZATION. The Assistant Chief, International Organizations Division, Office of International Aviation Affairs, has received a Presidential appointment as the Alternate U. S. Representative to the Council of ICAO in Montreal. Subject to ICAO Council Approval, Brennan also will be a full-time member of the 12-man ICAO Air Navigation Commission. When he leaves Washington on August 9, his post will be filled by Edmond V. Shores.

SKILL TRAINING. Managers and supervisors who desire to develop skills to keep ahead of their job requirements will be interested in a booklet available through training offices. Entitled "An Analysis and Inventory of the Skills of Management and Supervision" the booklet lists skills and explanatory publications to be used in a self-improvement program.

FINANCIAL MANAGEMENT PROGRESS. This fall, two cost accounting systems will be introduced to the FAA. One, the national aircraft management cost accounting system, which measures the maintenance and flight inspection costs of regional aircraft, (and which has been operating in the Southern Region as a prototype) will be extended to all regions in September. The other, to be applied to the Systems Maintenance Service in order to measure manpower utilization and manpower costs at the sector level, is targeted for October 1. Conferences will be held in Atlanta and Washington during August for "kick off" installation of the cost accounting systems.

PERSONNEL MANAGEMENT SURVEY OF ALASKAN REGION. The Office of Personnel and Training will survey the Alaskan Region starting September 9 to evaluate the personnel management program. The survey team plans to visit regional headquarters and field facilities near Anchorage, Kenai, Homer, Fairbanks, Nenana, Big Delta, Nome, Moses Point, Oalena, Juneau and Gustavus.

AIRFRAME AND POWERPLANT MECHANICS GUIDE. Available from the U. S. Government Printing Office for \$.30, the Airframe and Powerplant Mechanics Examination Guide AC No. 65-2 provides information about mechanic certificate requirements, application for a certificate or rating, and mechanics examinations. The new guide replaces a similar booklet published in June 1958.

"GRASSROOTS" MEETINGS SCHEDULED. Aviation mechanics and other interested people will be asked their opinions about certification requirements during the next two months. A total of 31 meetings in 21 states and the District of Columbia will enable the FAA to sample industry opinion at all levels as a guide to regulatory action for modernizing the aviation mechanic certification program. Among topics to be covered at the August and September meetings are the experience, knowledge, and skill requirements for an aviation mechanic certificate.

EAL GETS AHEAD OF B-727 SCHEDULE. Eastern Air Lines advanced its proposed date for their first B-727 ground school for supervisory personnel by two weeks, from July 29 to July 15. They expect delivery of their first B-727 aircraft in early October, at which time they will start flight training. Maintenance training will begin September 9, 1963, and continue through March, 1965. EAL plans to process between 750 and 1000 maintenance supervisors, specialists, inspectors, and mechanics.

CENTER EMPLOYEE GAINS CPA RECOGNITION. Alvin T. Hunter of the Accounting Division has been officially admitted to the Institute of Certified Public Accountants. He is one of three CPA's employed at the Aeronautical Center.

ENGINEER EQUIVALENCY TEST. The Civil Service Commission would like to discontinue using this test, presently used in determining qualification of applicants who do not have degrees, and substitute the Engineer-In-Training exam which is administered by state boards. FAA concurs but has requested a number of changes in EIT exams including a waiver of the college degree requirement which is necessary in some states, non-discriminatory treatment of applicants and more frequent training.

* * * * *

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY 8-5-63

The following ACPP announcements will close on 8-4-63. The best qualified applicants will be selected for these positions regardless of race, color, creed or national origin.

<u>ACPP NO.</u>	<u>POSITION, TITLE, SERIES & GRADE</u>	<u>NUMBER OF VACANCIES</u>	<u>POSITION LOCATION</u>	<u>KEY NUMBER</u>
1705	Clerk Typist (Section Clerk) GS-322-4	7	PT-944	254
1706	Clerk Typist (Section Clerk) GS-322-4	4	PT-947	254
1707	Clerk Typist (Section Clerk) GS-322-4	4	PT-945	254
1708	Clerk Typist (Section Clerk) GS-322-4	2	PT-946	254
2241	Clerk-Stenographer, GS-318-5 (CANCELED)			
3617	Secretary (Steno) GS-318-5 *	1	FS-940	300
3618	A/C Mechanic Foreman, WS-8852-10	1	FS-995.5	91
3619	A/C Mechanic Lead Foreman, WS-8852-8	1	FS-995.5	91
3621	A/C Mechanic Leader, WL-8852-11	1	FS-995.5	91
3622	A/C Mechanic, WB-8852-10	1	FS-995.5	91
3624	A/C Sheet Metal Foreman, WS-3853-10	1	FS-995.5	175
3625	A/C Sheet Metal Lead Foreman, WS-3853-8	1	FS-995.5	175
3626	A/C Sheet Metal Assistant Foreman, WS-3853-9	1	FS-995.5	175
3627	Gen. Aviation Elec. Inspector, GS-1825-12	1	FS-975.4	273
3605	Elec. Tech. (Gen) GS-856-8 (CANCELED)			
3628	Elect. Tech. (Gen) GS-856-8	1	FS-995.8	295
3629	Accounting Tech (Cost Acctg) GS-525-6	1	AC-22	187

* Located FIFO-1, OKLA. CITY, OKLA.

* * * * *

"ANTIQUERS" HAVE IT THEIR OWN WAY. Absolute authenticity in all things is a quality highly regarded by antique aircraft owners and last week they won another round in their battle to turn back the clock--the Agency exempted their heirlooms from rules governing standard marking of aircraft. Effective immediately, all planes manufactured before Jan.1, 1933, as well as aircraft having the same external configuration as one certificated or licensed by the government before that date, will be permitted to display non-standard markings. However, they will be required to have identification markings at least two inches high on the side fuselage or vertical tail. Details are spelled out in amended Part 1, CAR.

INTERCOM

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

AUG 7 1963

FAA Aeronautical Center

August 8, 1963

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

HEADQUARTERS DECENTRALIZATION PLAN. The special INTERCOM of June 27, 1963 set forth the Administrator's plan to adjust staffing levels in the Washington headquarters by continuing the decentralization of operating responsibilities, by relocating functions better performed away from the headquarters, and by reassigning qualified employees. Plans for the adjustment of the staffing levels of headquarters offices and services to the numbers required for decentralized administration have been approved and adjusted staffing levels must be attained not later than January 1, 1964.

To provide the Agency with information on which to base its placement plans and to make possible maximum advance notice to those who might be reassigned, a roster of employees recommended for reassignment will be prepared for the coordinated use of Washington Headquarters and the field by heads of offices and services. The rosters will be based on consideration of the following factors:

1. Overall needs of the Agency in discharging its mission.
2. Existing and expected vacancies, both in the field and in Washington.
3. Ability of the employee to benefit his career by assignment to a field position or to a different type of work in Washington.
4. Knowledge, education, and training of the employee.
5. Status of the position occupied by the employee.
6. Extent of disruption to Agency work if the employee is reassigned.

Vacancies in permanent positions in the field and in Washington occurring between now and January 1, 1964 will be utilized for reassignment of qualified Washington headquarters employees. Employees who do not accept reassignment or relocation will be subject to separation. These employees and others who desire help will be assisted in securing placement in other Federal agencies or in private industry.

In addition to the reassignment program, the Agency is canceling vacant positions not essential for continuing headquarters functions. Special counseling services will also be available to employees eligible to retire. The Agency does not plan to use formal reduction-in-force procedures. In the operation of this placement program, no employee will involuntarily suffer a loss of grade or salary if he is willing to accept reassignment when offered.

Washington officials, regional directors, and center managers will continue to fill positions required for the efficient accomplishment of Agency missions. In each case, however, the responsible appointing authority must assure himself that no qualified Washington employee can be reassigned to the vacancy before proceeding with an appointment or promotion. The Administrator is stressing that Washington personnel who are dedicated to an FAA career may expect continuing and challenging assignments. While moves from Washington to field duty assignments may, in some cases, involve inconvenience, they will in each instance be in the public interest and will generally afford employees opportunities for career development. Of course, all relocations will be for the convenience of the Government and Government allowances for moving expenses will be paid.

As in other personnel operations, the interests of the Agency must remain predominant. However, individual employee preferences will be taken into account whenever possible.

The total net reduction in Washington headquarters staffing after all adjustments of personnel are made is estimated at 610 positions. Tentative figures for net reduction by office and service follow:

Installation and Materiel Service	201
Flight Standards Service	174
Air Traffic Service	89
Systems Research and Development Service	80
Systems Maintenance Service	17
Office of International Aviation Affairs	21
Airports Service	11
Office of Personnel and Training	10
Office of General Counsel	7

Periodic reports on the progress made in reaching the new headquarters staffing levels will be issued in future INTERCOMs.

INTERCOM

FEDERAL AVIATION AGENCY

FAA Aeronautical Center

Dup

63-24 August 14, 1963

MESSAGE FROM THE ADMINISTRATOR: "It is about time to settle down to work without further major reorganizations. By the end of our fifth year, the basic FAA structure will be firmly established and we will live within it. Numerous changes in organization and staffing have been made during FAA's first five years--all of them sincerely intended to improve in an era of technological and economic change. The period of unbroken, rapid expansion of FAA is now over, however, and our objectives, requirements and systems are now more precisely identifiable. Therefore, the Agency is now being consolidated and stabilized.

"In Washington, Atlantic City, and Oklahoma City, reorganization of administrative supervision will therefore be completed by January 1, 1964, and curtailed thereafter except for adjustments required by Congress, the President, or by proven results of field experiments. With regard to Management Services and the Office of Headquarters Operations, changes made necessary by the current consolidation of the move to the new building will be made as soon as possible after the new year. Of course, the program for optimum manpower and facility utilization will continue as part of constant and vigorous management and will yield higher effectiveness as we learn how to use our resources in leanest, cleanest and keenest ways. I count on all of those who want to make FAA the best in public service to cooperate and unify our efforts by moving through this next phase and establishing a steady, sure course for the future."

COMMITTEE APPROVES EXTENSION OF AIRPORT ACT. On August 8, the Senate Commerce Committee approved S-1153, extending the Federal Aid to Airports Act for three years at an annual level of \$75 million. Favorable action by the Senate on the legislation is expected soon. Hearings on a similar Bill have been held by the Subcommittee on Transportation and Aeronautics of the House Interstate and Foreign Commerce Committee but to date the Bill has not been reported.

NAFEC SITE OF HELICOPTER WAKE STUDY. The nature of air disturbances surrounding a helicopter is the subject of an 88-page (including two appendices) brochure, illustrated with color photos, just compiled by Aircraft Development Services after extensive tests at NAFEC planned and conducted by Theodore Sanford, DS-40, with NAFEC engineer William Hiering, Evaluation Division, SRDS, as Project Manager. Using an S-58 (Sikorsky) 'copter, the tests were conducted to determine wake characteristics of velocity vs. time. The data obtained, as well as motion pictures coverage of the wake when colored by smoke, may be used in establishing safe aircraft spacing for traffic control in the terminal area both by pilots and tower controllers. Formal title: EVALUATION OF THE WAKE OF AN S-58 HELICOPTER.

PAYROLL WITHHOLDING OF UNION DUES. Voluntary payroll deduction of employee union dues will be started in January 1964 throughout Federal Civil Service. Employee organizations will pay the cost of the administration of the dues deduction systems, the Civil Service Commission will set the fees.

PERSONNEL DATA SYSTEM. Information furnished by all Agency GS-14's and above will be used in a test this fall of a personnel data system being developed jointly by the Office of Personnel and Training and the Office of Management Services. Data needed for such things as selection, placement, career planning, and identification of training needs will be obtained through questionnaires. The system is designed to speed up the availability and widen the range of personnel information.

NEW MAN ON BOARD. Lt. Col. Richard Potter, a communications and navigation expert, has reported for duty with I&M as assistant to Harvey Bresler, recently appointed Program Manager for the VORTAC Branch. Col. Potter helped set up the common system back in 1957-1958, and was U. S. representative in Europe in conjunction with the implementation of VOR/DME/TACAN as the international short range navigation system. He comes to the FAA from the Army War College, Carlisle, Pa.

CAPTAIN HOLM LEAVES AGENCY. After a three-year tour of duty with the FAA, Captain Stanley R. Holm (USN) left his post last Friday as Chief of the FAA's Defense Coordination Staff. He reports this week to the Naval War College at Newport, R.I., to attend a ten-month senior course in naval warfare. In his most recent Agency assignment, Capt. Holm maintained liaison with the Defense Advisory Committee on FAA matters, assisted in coordinating subjects of joint FAA-DOD interest, and supervised the Agency's defense readiness activities.

BOYLE LEADS U. S. DELEGATION TO TOKYO. Robert P. (Pat) Boyle, Deputy Assistant Administrator of International Aviation Affairs leaves this week for the ICAO Diplomatic Conference in Tokyo. From August 20 to September 16, delegations from ICAO member countries will discuss "Crimes Aboard Aircraft." As Chairman of the five-man U. S. group, Boyle will have with him Allan I. Mendelsohn from the State Department, John H. Wanner, General Counsel of the CAB, John Steven, Air Transport Association, and Clifton Wade, a State Senator from Fayetteville, Arkansas.

'COPTER AUTO-ROTATION STUDY AVAILABLE. The first comprehensive study of "power-off" landings in a single-engine helicopter has just been compiled by Aircraft Development Service and is available to interested parties. The tests, numbering 700, were carried out under various conditions from sea level to 10,000 feet, the latter taking place in the High Sierras. Test Director Theodore Sanford, DS-40, presented the findings in a paper before the American Helicopter Society in May 1963; co-authors were William Hanley, NAFEC, and Gilbert DeVore, Consultant. The 76-page booklet bears the title: AN EVALUATION OF THE EFFECTS OF ALTITUDE ON THE HEIGHT VELOCITY DIAGRAM OF A SINGLE ENGINE HELICOPTER.

SIMULATOR CARRIES THINGS TOO FAR. After 35 years of active flying without incurring so much as a scratched finger, Arthur E. Jenkins, FS-6, experienced a lamentable lapse of luck. He was one of four "pilot observers" shaken up when the moving cockpit in the FAA fog chamber failed to stop at the end of its simulated landing run during tests of light patterns in daytime fog and crashed into a set of shock absorbers. Art's first aviation accident earned him a banged up knee--and a bad fracture of the ego.

SRDS ENGINEERS COMPLETE STUDIES. Hans Giesecke, Chief, Experimentation Division, and Richard F. Frakes, Chief, Systems Standards Branch, Environmental Development Division, have completed the six-week University of California residential program for Modern Engineering for Modern Executives. Included in the curriculum are highly technical subjects such as nuclear engineering, plasma physics, bio-technology, modern chemistry, energy conversion, and quantum mechanics.

COWBOYS OF A DIFFERENT ELK. When over a thousand starving elk could not locate food last winter in Yellowstone National Park, the forest rangers used two helicopters to drive the animals into feeding areas. Delighted with the successful results of that modern roundup, the Forestry Service now relies on its "Whirly Bird Cowboys" to reach for the skies during emergencies.

LIFE BEGINS AT SEVENTY. It may or may not be a record, but it is not very common. Arvid I. Ericsson of Ft. Lauderdale won his private pilot's license last week after receiving his instruction from Flight Instructor N. E. Caplan. What is so unusual? Although there are a number of seventy-year-old pilots, Ericsson began his flying career after he had reached three score and ten.

MODERNIZING UNIVAC. The UNIVAC systems in the Washington, Indianapolis, Cleveland, and Boston Centers, now in use under service-rental contracts, are to be purchased outright and modernized under a \$4.3 million contract with the Sperry Rand Corp. A new device called CUE (for computer updating equipment) will eliminate voice coordination between sectors. Instead controllers will program flight information into the computer from data keyboards located at the sector where it will be processed and flashed to other controllers concerned with the flight. The contract also covers subsystems which will print the flight progress strips directly at the control sectors. Delivery will begin within 12 months, the initial installation scheduled for the Washington ARTCC.

SRDS SEEKS COST INFORMATION. The Agency has entered into a contract with the Planning Research Corporation of Los Angeles for a series of studies to determine the total annual cost of some 120 types of air traffic control and navigation facilities over the period covering Fiscal Years 1952-1963, and to project these annual cost estimates through 1970 on the basis of the current FAA five-year program; also to combine facility costs by ATC/NAV system elements, sub-areas and areas; and to estimate FAA's investment in ATC and NAVAIDS as of the end of Fiscal Years 1963, 1965 and 1970. Amount of contract: \$33,735. The information is needed in order that costs and potential benefits of proposed new developments can be compared to present costs.

AEROMEDICAL CERTIFICATION DIVISION EMPLOYEES HONORED. Presenting length of service awards to eight Division employees in a Division ceremony conducted on July 26, 1963, Dr. P. V. Siegel, Chief, Aeromedical Certification Division, pointed out the benefits accruing to the Government by continuous tenure of its people. Of the eight awards, two were for 20 years service, one was for 15 years service, and five were 10 years service.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY 8-12-63

The following announcement will close 8-21-63. The best qualified applicants will be selected for these positions regardless of race, color, creed or national origin.

<u>ACPP No.</u>	<u>Position, Title, Series & Grade</u>	<u>Number of Vacancies</u>	<u>Position Location</u>	<u>Key Number</u>
1709	Automotive Equip. Opr. WB-5703-4	1	PT-952	194
NPP-AC-63-87-1	Gen. Avia. Maint. Spec. GS-1825-13	1	NAAI School	206
NPP-AC-63-88-1	Supv. ATCS (Gen) GS-2152-15	1	PT-930	Opt.F 280
3630	Position Classification Spec., GS-221-12	3	AC-17	On File AC-13
3631	Supv. Placement Specialist, GS-212-12	1	AC-14	"
3632	Placement Specialist, GS-212-12	3	AC-14	"
3633	Employment-Management Relation Specialist, GS-230-12	1	AC-16	"
3634	Aerospace Engineer, GS-861-12	1	FS-985.2	292
3635	A/C Piston Engine Mechanic, WB-8663-10	3	FS-995.4	253
3636	File Clerk, GS-305-4	1	FS-985.12	269
3637	A/C Sheet Metal Worker, WB-3853-10	1	FS-995.5	176
3638	Tool, Stock & Parts Keeper, WB-6904-6	2	FS-995.5	275

INTERCOM

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

AUG 22 1963

FAA Aeronautical Center

63-25 August 21, 1963

PERSONNEL SAYS: One of the fringe benefits you have which perhaps needs to be better understood is injury compensation. The Federal Employees Compensation Act provides a system of workman's compensation for federal civilian employees who suffer injury or death in the performance of official duty. The term "injury" includes, in addition to injury by accident, any disease proximately caused by the employment. Benefits include medical care, and compensation for wage losses due to temporary or permanent disability. If death results from the injury an allowance of up to \$800 for burial expenses may be provided. Either monthly compensation or retirement benefits are provided the dependents of the decedent.

Where disability causes retirement, the employee may select either a retirement annuity or benefits under the Compensation Act, whichever is greater. Basic compensation for total disability is two-thirds of monthly pay. This is increased to three-fourths of the monthly pay but not over \$525 if the injured employee has a dependent wife, minor child or parent. But remember, while these are fine benefits, health can never be replaced. Protect your health and your future by being a safe, sane worker.

ACTING DEPOT MANAGER AT AERONAUTICAL CENTER. Warren E. Nauman, formerly employed by the Army Materiel Command, Washington, D. C. has reported for duty at the Aeronautical Center where he will serve as the Acting Manager, Installation and Materiel Depot, during a one-year absence of Ronald W. Pulling. Mr. Pulling was chosen by Princeton University to take its special one-year course in the Inter-Relations of Foreign and Domestic Policy.

Mr. Nauman's experience includes two years during World War II as a supply officer at Tinker Air Force Base, three and one-half years as head of the foreign aid program for the Army Signal Corps, nearly three years as Deputy for Supply Operations at an Army general supply Depot in Germany, and other special assignments in the Army Materiel Command. Nauman has had 21 years of government service, four of which were military. Mr. Nauman lives in Norman with his wife, Caroline, their son, John and two daughters, Diana and Marilee.

377 DEPOT EMPLOYEES RECEIVE LENGTH OF SERVICE AWARDS. In an August 14 ceremony, 377 Depot employees received length of service lapel buttons and pins from Depot Manager, R. W. Pulling. Three received 30-year awards, seven were given 25-year awards, 67 were awarded 20-year pins, 69 received 15-year awards and 231 were recognized for 10 years of service. The entire group of 377 represented 4,950 man-years of service to their Government.

SUPERSONIC NEWS. Thursday, August 15, FAA released its Request for Proposals (RFP) on the Supersonic Transport to the nation's aviation industry. The previous day Mr. Halaby held a press conference primarily to discuss the SST. The same day the White House announced President Kennedy's appointment of Eugene R. Black, former President of the World Bank, as financial advisor to Mr. Halaby on the program, and named Stanley de. J. Osborne, chairman of the board of Olin Mathieson Chemical Co. as Mr. Black's deputy. The Administrator cleared up the \$2 billion misconception in relation to development of the SST by explaining that the figure was for a "full blown Mach 3, all titanium, 175 passenger, 4,000 mile airplane (manufactured) in a crash effort, regardless of cost, all the way up into production," which was not all what FAA was talking about, but rather an airplane that is superior to the competition, with a longer range and superior handling and load capability. "We do not think that the Government should start building airplanes, directly or indirectly," he emphasized. The RFP covers 79 pages; calls for initial submission of manufacturers' designs, by January 15, 1964. If a clearly superior airframe and engine emerges from this initial competition, the go-ahead will be given by May 1, 1964 to proceed with development. However, if this clearly "winning combination" does not appear, two airframe and two engine manufacturers will be chosen to proceed. Decision on those who will complete development of the SST will follow in 1965. By 1968 it should be test-flying; certificated for commercial airline service, and ready to carry passengers by the middle of 1970. Estimated development cost of the program is \$1 billion to be shared by Government and manufacturers. Specifications require an aircraft with a range of 4,000 statute miles; payload of 30/40,000 pounds, which would mean 125-160 passengers, plus 5000 pounds of cargo and mail. The American SST must cruise at Mach 2.2 or better, must be capable of operating from today's major jetports; noise must not exceed the noise created by current long-range jet transports and sonic boom levels must be kept within limits tolerable to the public. The configuration and the engines and thrust are being left to the manufacturer as matters which in Mr. Halaby's words "should not be designated by a Government agency."

LUFTHANSA IN FIRST VISIT TO DULLES. Knowledgeable spectators at Dulles International Airport raised questioning eyebrows early last Saturday evening when a sleek Boeing 720B, flying Lufthansa colors, whined to a stop after a non-stop flight from Frankfurt. This is the first time Lufthansa landed at Dulles, and the first time in several years that the German airline flew into Washington, D. C. area civil airports. (Nearby Andrews AFB reports one Lufthansa visit two years ago when Chancellor Adenauer visited the country on a state mission.) The flight to Dulles was a charter operation carrying 72 delegates to the Nationale Katholische Wohlfahrtkonferenz (National Catholic Welfare Conference). After a refueling stop the plane proceeded to Idlewild, its regular U. S. base of operations.

TO REPORT ON "NEAR MISS" PROGRAM. David D. Thomas, Associate Administrator for Programs will represent Mr. Halaby August 26 at the Fourth Annual USAF Safety Conference at Sandia Air Force Base, New Mexico. Subject of his talk is the Near Mid-Air Collision Potential. He will review the safety progress made in this field since FAA began the program in 1956.

LOCKHEED SOLVES A JETSTAR PROBLEM. Engine malfunctions due to water ingestion from runway water accumulations were a source of difficulty on the Model 1329 JetStar until recently modified nose wheel tire was developed and successfully tested. The new nose wheel tire incorporates a circumferential bead on the tire side wall to deflect water splash. It is similar to the tire used on the French Caravelle. In addition, Lockheed is now studying the horizontal stabilizer cracking problem on the Model 1329 JetStar. The cracks experienced have been attributed to sonic vibration of the stabilizer from engine sources.

ROCKFORD ATC'S DESERVE PAT ON BACK. Controllers at the Greater Rockford (Ill.) airport directed a total of 14,198 operations during the six-day Experimental Aircraft Association Convention two weeks ago. Normally, traffic for a similar period is 1500 operations. On the peak day there were 4,766 operations and an estimated 2500 aircraft on the field. Rockford Controllers Arneson, Tipton, Weatherford, Gale, Johnson, Stoike, Truckenbrod, Rutkoske, Kinkade, and Waggoner -- under the direction of Chief Richard Smolla -- were aided by Green Bay ATC Gaddis, Fort Wayne ATC Vaughn, and Oshkosh ATC Wepner.

DODD LEAVES FOR U. N. CONFERENCE IN ROME. Edward F. Dodd, Chief of the Air Transport Branch in the Office of IAA, has been named by Mr. Halaby to serve as an advisor on a delegation of U. S. Government and industry representatives to the United Nations Conference on International Travel and Tourism. Eighty U. N. member nations are expected to attend the conference from August 21-September 5 in Rome. The FAA's chief interest is in the deliberations relating to speeding the movement of aircraft and air passengers across international boundaries.

FAA ACADEMY SURVEY. A survey team is canvassing the Central Region this week to ascertain how a region decides its training requirements. Another team is at the Academy performing an internal review of Academy administration.

OVERHAUL TIME EXTENDED FOR FAA AIRCRAFT. Time between block overhauls for the Boeing 720 (N-113), Convair 880 (N-112), and the Lockheed L-118 (N-111) has been extended from 3000 to 4000 hours. Time between overhaul for the Aero products -606 and -606A propeller regulators used on the L-118 and the Allison prop-jet Convairs has been increased from 1250 to 2500 hours.

DATA AVAILABLE ON CARRIER MISHAPS. Civil Air Carrier Accident Review, Vols. 1, 2, and 3 (dated July 15, 1963), has been distributed throughout the Agency. The statistics give comprehensive coverage of air carrier accidents for the period 1957-1962.

COMMUNICATIONS CONTROL CENTERS. Successfully tried out first at Headquarters and later in the Southern and Southwest Regions, Communications Control Centers, operating on a 24-hour 7-days-a-week basis are now to become part of all Regional organizations. CCC's major value (other than its significance in time of emergency) is that it provides an around-the-clock point of contact and is a simple, rapid means of disseminating information to executive management and other Agency officials.

NEW TRAINING METHOD. Two new courses concerned with conference leadership and handling of employee discipline, dissatisfaction and complaints will be offered first level supervisors by means of a new training method beginning next March. After learning the "hows" through home study, 6 to 10 students will be brought together to practice what they have learned and to teach each other.

DALLAS-FORT WORTH PROCEEDINGS. The CAB hearing into the advisability of a regional airport for Dallas-Fort Worth which commenced on July 8th was adjourned on August 8, to be reconvened later in Washington, D. C. During the last reporting period, the City of Dallas announced that a resolution had been enacted by the City Council that if Love Field were terminated as an air carrier airport, it would be closed and disposed of for commercial development.

INTERCOM

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

FAA Aeronautical Center

AUG 29 1963

63-26 August 28, 1963

TRAINING SAYS: All parents are very much aware that school days are just around the corner and are naturally quite concerned that our children receive a solid training experience that will prepare them for a successful future. Perhaps it is also a time to consider our own future and take stock of our own educational needs. The Government provides a great deal of specific job training and many of us have benefited considerably from such training.

However, Government sponsored training is intended only to supplement self-education and training programs. We are fortunately located in an area where there is a wide variety of educational opportunities. The Training Branch, AC-18, is well stocked with catalogs and schedules for these various programs and you are encouraged to look them over for whatever suits your wants and needs.

AVIATION MEDICAL SERVICE TAKES PART IN OHIO SEMINAR. Three Federal Aviation Agency MDs are on the faculty for the 10th annual postgraduate course in aerospace medicine, a program slated for Ohio State University, Columbus, September 10th through the 13th. Doctor William Albers, Chief of the Aeromedical Standards Division, Doctor Robert Wick of Albers' staff, and Doctor Peter Siegel, Chief of Aeromedical Certification Division will present papers during the course. Twenty-eight experts in specialized fields of aviation and near-space flight problems will take part in the weeklong program. Among the topics for discussion will be light aircraft crash investigation, errors in airman examination reports and passenger environment in supersonic aircraft.

MECHANICS SAFETY AWARDS PROGRAM IN HIGH GEAR. All regions report enthusiastic response to the nation-wide program. Award judging committees have been organized and regions report eager support by industry and labor. From indications now, it seems a sure bet that almost all 50 states will produce nominees eligible for regional and national awards.

FSF TO CRASH-TEST TRANSPORTS. The Flight Safety Foundation has been given an FAA contract for \$168,700 to crash-test two surplus four-engine transport aircraft. The runway crash-tests will be conducted at Deer Valley Airport near Phoenix, Arizona early next year. In the tests, the remote-controlled aircraft will be accelerated along a runway with all engines running. The wings will be ruptured on one side by trees or poles, on the other by smashing into an embankment. The landing gear will be wiped out when the fuselage strikes an inclined ramp. It will then strike a second, steeper ramp. Enough fuel will be carried to operate the engines; otherwise the tanks will contain colored water to determine fuel spray patterns. Instruments installed throughout the wings and body will measure crash loads and record the punishment the aircraft takes under these crash conditions.

CHICAGO ARTCC DEDICATED. The Chicago ARTCC, located at Aurora, Illinois, was dedicated August 22 by Administrator Halaby. Accompanying the Administrator were Associate Administrator for Programs, D. D. Thomas and Central Region Director, J. M. Beardslee. Some 1800 people visited the Center during the day.

THE BUDGET AGAIN. The Agency Budget Review Board will convene this week and next to take a first look at proposed estimates for 1965.

OPT GOES ON THE ROAD. When Robert Willey, Assistant Administrator, Office of Personnel and Training, barnstorms in October, audiences will hear about the Agency's P&T programs. Willey addresses the Air Traffic Control Association in Dallas and the National Association of Air Traffic Specialists in Oklahoma City. He will also participate in an international conference sponsored by the Public Personnel Association in Philadelphia.

EYES THE SKIES. Charles H. Smith, an air traffic control instructor at the FAA Academy, is the Agency's nominee for NASA astronaut training to be given at the Manned Spacecraft Center at Houston. NASA expects to select 10 to 15 new astronauts in about two weeks. Smith, 33, has more than 1100 hours jet pilot time. He has been with the Academy since November 1962.

FEDERAL SERVICE ENTRANCE EXAMINATION. The new FSEE announcement will be issued by the Dallas Regional Office in September with the first test to be given in October. Since the FSEE test will not be given again here at the Aeronautical Center except on an "as need to" basis, all employees interested in taking this test should check at the Post Office or the bulletin board in Room 101 of the Headquarters Building during September for the opening of the announcement. Form CSC 5000AB which is used to apply for the examination may be obtained in Room 101.

THE NAME'S NO LONGER THE SAME. The U. S. Air Force uses the short title "EAME" for its activities in the European, Africa, and Middle East Communication Area. By coincidence, the FAA had considered using the same title and code designator for the new Agency office covering the same area. To avoid confusion, the term "EAME" should not be used by FAA personnel unless they are specifically referring to the USAF Communication Area. George Prill will use the full title, "FAA Assistant Administrator, Europe, Africa, Middle East" in writing and will use EU-1 as a code designator.

NATIONAL AIRCRAFT ACCIDENT INVESTIGATION SCHOOL ESTABLISHES HEADQUARTERS SPACE. The National Aircraft Accident Investigation School, headed by Dean Marion Roscoe, established headquarters in Room 144 of the Aeronautical Center Headquarters Building. Rooms 143, 145, 147, 148 and 149 will also be occupied by the School. The routing symbol is SI-1, and telephone extension is 154.

McFARLANE HEADS DELEGATION TO BANGKOK. Hugh A. McFarlane, Chief of the Foreign and Overseas Staff, Air Traffic Service, will lead a group of seven American delegates to a Southeast Asia Regional meeting of ICAO next month. It is expected that 30-35 member nations will convene in Bangkok on September 17 for a three-week session to review the traffic control and communications facilities in Southeast Asia and to discuss ways to bring those services up to present requirements. Other FAA men on the delegation will be John Von Runnen and Lavere K. Budge of ATS, John L. Templeton, FS, and Robert S. North, SRDS. Edward M. Vernon of the U. S. Weather Bureau and Lt. Col. Gabriel A. Hartl, DOD/USAF complete the U. S. delegation.

SIMPSON TO COMMAND RECON WING. Wing Commander Robert C. Simpson, Royal Air Force, has terminated his tour as military representative of the United Kingdom Mission to the FAA and will proceed to Germany where he will take command of a Canberra reconnaissance wing. He was assigned to SRDS in 1962.

BEACON AND GENERAL AVIATION. Joseph D. Blatt, SRDS Director and Deputy Administrator for Programs, David D. Thomas, will address delegates to the National Aircraft Trades Assn., meeting in Columbus, Ohio, Sept. 21. Mr. Blatt will discuss "Project Beacon In The National Airspace Utilization System." Title of Mr. Thomas' address is: "What Will 'Project Beacon' Do for General Aviation." Keynote speech will be by Gil Quimby, vice president, NARCO Corp. On the agenda are discussions on SLATE (Small Lightweight Altitude Transmission Equipment), and GAT (General Aviation Transponder).

FLORIDA HEARS ABOUT GENERAL AVIATION. In conjunction with the State of Florida Development Commission, the FAA is offering a helping hand to promote general aviation in the state. A series of general aviation seminars will be held soon at Pensacola, Jacksonville, Orlando, Tampa, and Ft. Lauderdale. Southern Region personnel have helped in advertising the seminars, in providing speakers, and will give additional help in promoting greater interest in Florida's general aviation activities.

NO PROGRESS ON BENEFITS. Two items which have considerable bearing on FAA employees are being considered in the Bureau of Budget awaiting approval before being presented to Congress. One, call-back overtime, would give relief to electronic maintenance people who, when called back to duty after duty hours, are now seldom paid for time spent in traveling to a site where a malfunction has been experienced. The other would broaden the coverage and increase the payment of expenses incurred by an employee when he is relocated for the convenience of the government.

AUDIT CONFERENCE SCHEDULED. The Western Region's headquarters office will act as host to Agency Audit Division Chiefs at their annual conference in Los Angeles the week of Oct. 14-18. Discussion will center on the audit function's contribution to effective management under the Administrator's concept of a decentralized organization.

ILLUMINATION IN THE WATER? The FAA has long been concerned about the lack of any requirement prescribing that life preservers and life rafts carried aboard air carrier aircraft be equipped with a means of illumination. Consequently, the Agency has under consideration a proposal to amend Parts 40, 41, and 42 of the Civil Air Regulations to include such a stipulation to facilitate the location of persons who have survived a water landing.

MEDALS FOR SHEA AND DAVIS. Lt. General Harold W. Grant presented Air Force Commendation Medals to two AF officers assigned to the FAA. Major Richard W. Shea of the Flight Inspection and Procedures Division of Flight Standards was commended for his work in establishing new air route structure segments and an Air Force control NOTAM facility for the Pacific area. Colonel Dale D. Davis, Chief of the Supersonic Transport Division in Aircraft Development, was honored for his outstanding work at the Holloman AFB Missile Development Center in New Mexico where he was Chief of the Plans Division.

SQUARE DANCE AT WNA. Multi-engine transports are the markers in a "square dance" at Washington National Airport as the hefty planes are being shifted around one step ahead of crews resurfacing major portions of the main apron area--with nary a one misplaced and no time lost in scheduling them for flight. The intricate, five-phase, \$497,849 project calls for the resurfacing of some 87,000 square yards in 90 days, a tight schedule that has workers putting in 10-hour days, six days a week. The job will be topped off with an 8690-ton bituminous surface course that will be resistant to jet fuels and blast.