

INTERCOM

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

65-40 October 6, 1965

W Lloyd Lane
Manager, Aeronautical Center

AERONAUTICAL CENTER EXECUTIVES NAMED. Two career employees in the Agency's Washington Headquarters were named to key positions in the Aeronautical Center. Richard P. Skully, now executive officer, FS, becomes Deputy Director of the newly reorganized Center, and Ollie L. James, an appraisal specialist in the Office of Appraisal, becomes executive officer. William M. Jackson, former assistant manager of the Center becomes chief of the Eastern Region's Personnel and Training Division. Skully, a veteran pilot with an air transport rating, has been with FAA since 1947. Starting as a general aviation operations inspector, he has served as an air carrier operations inspector, airspace and procedures specialist, supervising inspector of an air carrier district office, appraisal specialist, assistant division chief of the Flight Inspection and Procedures Division and FS executive officer. James joined FAA in 1940 as a ground school supervisor in the Civilian Pilot Training Program and, except for a four year wartime tour as a Marine officer, he has been with FAA in the field of property and supply management in Fort Worth, New York, and Washington. The Center was reorganized effective October 1, giving Center Director W. Lloyd Lane line authority over center activities.

CARI TO HOST MEDICAL SYMPOSIUM. The Civil Aeromedical Research Institute will be host to over 150 representatives of the Civil Aviation Medical Association this week at a joint CAMA/FAA symposium. The 2½ day meeting will be held in the Headquarters auditorium. Among those to address the group are Col. John P. Stapp, Medical Corps, USAF, Chief of the Impact Injury Branch of the Armed Forces Institute of Pathology, and Col. Charles Yeager, USAF, Commander of the Aerospace Test Pilot School.

HOW'S THIS FOR SERVICE? At 3:00 p.m. Friday September 24, the Western Region contacted the FAA Academy by telephone and requested the loan of the Agency's only operational recording theodolite to conduct urgent Category II ILS glide slope checks at the Los Angeles International Airport beginning the following day. Academy personnel took the equipment, consisting of four components weighing approximately 160 pounds, to the warehouse, not forgetting an all-important Form FAA-1660. By 4:00 p.m. the Shipping Branch of the I & M Depot had the material crated and on its way to the air freight terminal at Will Rogers World Airport. The equipment arrived at the FAA Hangar, Los Angeles, around 8 o'clock that same evening, ready for flight crews to put into operation early Saturday morning.

HOW TO RENEW YOUR INSTRUCTOR'S TICKET. Changes in procedures that FAA inspectors will use when renewing flight instructor certificates, as well as other associated requirements resulting from FAR Amendment 61-18 (effective September 26), are outlined in Advisory Circular No. AC 61-26. The circular, "Flight Instructor Requalification Program and Increased Student Pilot Operating Requirements," was distributed last week.

COMBINED FEDERAL CAMPAIGN: The suggested giving scales in the CFC pamphlet are based on various levels of gross annual income. A question has been raised as to why these income levels were not reduced to a net income amount as was done in determining the Federal Division share of the United Appeal goal. The answer is that this could have been done but the end result would have been the same since we still have the same goal to be attained. As an example, if the \$4,000 gross income level in the suggested scale of giving had been reduced by the average deductions of 18%, the scale would have shown a net income of \$3,280, but the suggested gift still would have been \$7.70 for this level in order that we might reach our goal.

In answer to other questions, the following breakdown of the United Appeal receipts by percentage is published: American Hearing Society = .04%; American Red Cross - 15.12%; American Social Health Association = .10%; Arthritis & Rheumatism Foundation - 1.27%; Big Brothers of Oklahoma County = .45%; Children's Convalescent Hospital - .79%; Community Council of Oklahoma City and County = 2.77%; Greater Oklahoma City Safety Council - 1.51%; Home of Redeeming Love = 1.10%; International Social Service - American Branch = .05%; Last Frontier Council, Boy Scouts of America - 5.93%; Legal Aid Society of Oklahoma County = .83%; National Council on the Aging - .02%; National Recreation Association = 08%; Neighborhood Centers - 3.29%; Oklahoma Citizen's Committee of the National Council on Crime and Delinquency - .56%; Oklahoma City Council of Camp Fire Girls - 1.96%; Oklahoma City Mental Health Clinic (Special Payment on Mortgage) - 2.05% and .08% for mortgage; Oklahoma County Association for Mental Health = .89%; Oklahoma County Council - Mentally Retarded Children = .73%; Oklahoma Foundation for Disabled Adults - .74%; Oklahoma Health and Welfare Association = .01%; Oklahoma Heart Association - 3.32%; Oklahoma Medical Research Foundation = 5.91%; Red Lands Council of Girl Scouts - 2.96%; St. Joseph's Orphanage = .55%; Salvation Army - 5.22%; Sunbeam Home & Family Service = 9.79%; Travelers Aid Society of Oklahoma City - 2.25%; United Fund of Greater Oklahoma City - Administrative - 2.90%; United Fund of Greater Oklahoma City Campaign = 4.20%; United Service Organizations (U S O) - .66%; Urban League of Oklahoma City - 1.63%; Variety Health Center - 2.65%; Visiting Nurses Association of Oklahoma County - 1.78%; Young Men's Christian Association = 5.96%; Young Women's Christian Association - 5.85%; Shrinkage - Death, Removals, Uncollectibles - 4.00%.

GEORGE DANE TO WESTERN REGION. On September 26, 1965, George Dane, Chief, Compliance and Security Division at the Aeronautical Center assumed the duties and functions of Chief, Compliance and Security Division Western Region. He replaces James V. Nielsen who has been selected as Deputy Director, Office of Compliance and Security, Washington, D.C.

SWEARINGEN RECEIVES AWARD. John J. Swearingen, Chief, Protection and Survival Laboratory at CARI recently was the recipient of an Award of Honor of the Metropolitan Life Awards for research in accident prevention in 1965. The award, which included a check for \$1,000 was announced by Mr. Howard Pyle, President of the National Safety Council.

BE PROUD - Sign up today!

FLU SHOT PROGRAM SET. Experience with influenza indicates that certain groups of the population run extreme health risks should they acquire the disease. These groups are those with cardiovascular or metabolic disorders, heart disease, asthma, diabetes, and similar chronic illnesses. Also included in the risk group, are pregnant women and persons over 45 and particularly those over 65 years of age. Persons in these groups are urged to obtain protection against influenza. The Aeronautical Center Medical Clinic will provide immunizations without cost to employees in the above risk groups. Vaccination will be provided on a "as requested and able" basis. The program of immunization will begin October 14 and end December 1, 1965. Immunization may be obtained at the Clinic between 2:00 and 3:00 p.m. each day.

PRESIDENT CITES FAA COST REDUCTION EFFORT. The Agency's progress in the Government-wide cost reduction program was cited by President Johnson last week in a report to the Cabinet as an example of specific cost reduction actions by civilian agencies. The report said, "By tailoring manpower requirements more closely to workload demands, co-locating certain airway facilities, and by using carefully engineered staffing standards for routine maintenance functions, the FAA expects to save \$11 million in air traffic control operations and \$4 million in airways maintenance costs -- while maintaining and improving and present high safety standards of the airways system."

ANNUITY INCREASE NOW LAW. A bill raising the annuities of retired Government employees and providing a 6.1 per cent bonus for those who retire before Nov. 30, 1965, was signed by the President last week. Some 700,000 retirees and survivors will start getting annuity increases ranging from 8.1 to 15 per cent in their January 3 checks. The law, PL-89205, amends the Civil Service Retirement Act and authorizes bonuses to approximately 160,000 Federal employees eligible to retire. An incentive bonus of 6.1 per cent is authorized in addition to the 2 per cent provided by the Act of 1962, for those who retire on or before Nov. 30, 1965. This poses a problem for some because of tax on lump-sum payments for accumulated annual leave and possible loss of leave for those who are carrying more than their authorized ceiling (for most, 240 hours). A retiree must be out of pay status (including sick and annual leave) on November 30, 1965, to get the 6.1 per cent bonus. Pay status does not include the period covered by a lump-sum leave payment. Anyone contemplating retiring through optional eligibility or physical disability should consult his supervisor immediately for guidance and work sheets for computing annuities.

EMPLOY THE PHYSICALLY HANDICAPPED. President Johnson has designated the week beginning October 3, as National Employ the Physically Handicapped Week. The President said in a proclamation: "...Working together, we can open new doors of opportunity for the handicapped. We can broaden their vistas and raise their hopes. In so doing, we can strengthen our Nation, for our strength rests in the participation of all our citizens and not just some of our citizens..." Throughout the FAA there are 1881 physically handicapped employees of whom 250 work in the Washington Headquarters.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 10-13-65. The best qualified applicant will be selected for these positions regardless of race, color, creed, sex or national origin.

APPLICATIONS SHOULD BE SENT TO PLACEMENT BRANCH, AC-14. Those received after 4:30 p.m. on closing date will be returned.

A Personnel Data Summary (FAA Form 2062) must be initiated the first time an employee requests consideration for a vacancy. A new PDS should not be submitted for future requests unless the employee's supervisor or the Placement Branch determines that a new rating is needed.

Applications are also solicited from employees on a Center-Wide basis who wish to be considered for REASSIGNMENT to announced positions.

<u>ACPP Number</u>	<u>Position Title, Series & Grade</u>	<u>Area of Consideration</u>	<u>Key Number</u>
Position Location: ACPP-1713C	FAA Depot Packer, WB-7002-07	Storage Management * Branch	

*On file Room 104, Hq. Bldg.

Promotion lists established as a result of these announcements may be used for a period of 90 days to fill additional vacancies in the same tenant organizations and/or the same area of consideration at the Aeronautical Center.

***** PLEASE USE YOUR ROUTING SYMBOL *****

KEEP THE READER IN MIND. In a recent staff meeting, Administrator McKee expressed the same attitude toward long-winded writing that Maury Maverick stated in a famous World War II memorandum. Maverick invented the word gobbledygook when he addressed the following to his staff in the Smaller War Plants Corporation:

"Stay off gobbledygook language. It fouls people up. For the Lord's sake, be short and say what you're talking about. Let's stop 'pointing up' programs, 'finalizing' contracts. Anyone using the words 'activation' or 'implementation' will be shot."

Want to review that proposed memo again?

AVIATION LOWERS DROPOUT RATE. Private pilot ground training, as part of the regular curriculum, will be given at Atlanta high schools this year. A trial course with 90 students conducted last year indicated that aviation training motivated better work in other courses and decreased the dropout rate. The course offered will include five hours a week of ground instruction toward a private pilot ticket with an unspecified amount of flight time. Seven high school instructors with pilot experience were given special ground school training for qualification.

INTERCOM

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

W Lloyd Lane
Manager, Aeronautical Center

65-41 October 12, 1965

HAVE YOU DONE YOUR SHARE??? Only fifty percent of the FAA employees in the area have contributed to the Combined Federal Campaign which is now 13 days old. Are YOU a PROUD wearer of the CFC pin? Have you made your commitment to your community and to the national services by signing up as an active member of the CFC drive? Those who are now participating have helped the FAA reach 65% of its expected goal. Where do you stand? Questions have been asked regarding the opportunity to limit contributions to certain agencies or organizations. It should be made clear that the contributor has the specific choice to limit his contribution to any certain group by so indicating on the pledge card and the payroll withholding request, if used. You may also designate that gifts should be credited to your county of residence if it is not Oklahoma County. See your office CFC Monitor, today. Join the Combined Federal Campaign. Help make it a success.

AVIATION MEDICINE CHANGES. As part of a reorganization of the Agency's aeromedical program, the Administrator announced that Dr. Stanley R. Mohler, currently Director of CARI at Oklahoma City, will head a new Aeromedical Application Division in AM, Washington Headquarters, and that Dr. J. Robert Dille, Western Region Flight Surgeon, will become Chief of the Civil Aeromedical Institute (CAMI) which consolidates all medical activities at the Aeronautical Center and replaces the Civil Aeromedical Research Institute. Dille received his M.D. from the University of Pittsburgh Medical School; an M.A. degree from Harvard School of Public Health; and is certified by the American Board of Preventive Medicine in Aviation Medicine. Prior to this assignment, he was chief of the aviation medicine service, USAF Hospital, Loring AFB; medical officer and program advisory officer at CARI; and Western Region Flight Surgeon. Dr. Stanley R. Mohler received his M.D. degree from the University of Texas Medical School. He is a licensed private pilot with a multi-engine rating, was medical officer with National Institute of Health Center for Aging Research, and was associated with U. S. Public Health Service.

RECOGNITION & AWARDS PROGRAM PROGRESS. During the calendar quarter ending 9/30/65, a total of 169 Aeronautical Center employees received monetary awards under the Program. Included in this number are 42 Quality Within-Grade Pay Increase awards; 60 Sustained Superior Performance Awards; 13 Special Act or Service awards; and 54 awards for employee suggestions. This represents a tremendous increase over the same period of a year ago when a total of only 55 employees received awards under the Program. The Personnel & Training Division reports that 127 employees received a total of \$15,025 in cash. This, of course, does not include the 42 people who were granted Quality Increases. Fifty-four employee suggestions were adopted during the quarter ending 9/30/65 as compared to 30 for the same period one year ago. The Aircraft Services Base led all program divisions in the number of suggestions adopted.

TOP CAREER OFFICERS CONFIRMED. Confirmation of Joseph D. Blatt as Associate Administrator for Development and James H. Mollenauer as Director of Systems Research and Development Service was announced last week by the Administrator. Both Blatt and Mollenauer have been filling these positions in an acting capacity since early July. (INTERCOM 65-29, July 19.)

WHERE ARE THEY NOW? Whereabouts of former top FAA officials are: NAJEEB E. HALABY, from Administrator to senior vice president and board member of Pan American World Airways; Lt. Gen. HAROLD W. GRANT, from Deputy Administrator to Director of Telecommunications Policy for the Department of Defense; WILLIAM J. SCHULTE, from Assistant Administrator for General Aviation to general chairmanship of the International AeroClassic in addition to returning to private business interests; GORDON M. BAIN, from Deputy Administrator for SST Development to senior vice president Martin-Marietta's Cement and Lime Division, New York, N. Y.; ROBERT J. SHANK, from Associate Administrator for Development to Edinburgh, Scotland, as consultant and advisor to Ferranti Electronics; Maj. Gen. M. SAMUEL WHITE, from Federal Air Surgeon to Command Surgeon, Pacific Air Command, Air Force, Hickam AFB, Hawaii; and M. CECIL MACKEY, from Director, Office of Policy Development to Director, Office of Transportation Policy Development, Department of Commerce.

DEMONSTRATION OF ELECTRONIC EQUIPMENT by representatives of the General Radio Company will be conducted in Room 119, Academy Headquarters Building, Friday, October 15, 1965, between the hours of 10:00 a.m. and 3:00 p.m. Factory trained engineers will be present to answer technical questions concerning equipment shown. Vendor will show twelve new instruments never before exhibited in Oklahoma. Among these are: Types 1680-A Automatic Capacitance Bridge, 1153-A 10 MC Counter, 1156-A 100 MC Decade Scaler, 1310-A 2 CPS to 2 MCS Oscillator, 1395-A Modular Pulse Generator, 1397-A Pulse Amplifier, and 1398-A Pulse Generator.

AOPA OFFICIAL'S ROLE IN PILOT PROFICIENCY PRAISED. For developing course study materials through which more than 12,000 general aviation pilots have improved their flying techniques, Ralph S. Nelson of the Aircraft Owners and Pilots Association Foundation was awarded the Agency's Certificate of Commendation. The certificate was signed by the Administrator and presented by Deputy Administrator Thomas at the AOPA convention. As project director for the AOPA Foundation, a non-profit organization, Nelson developed six courses on flying techniques which ranged from the AOPA "Pinch Hitter Course" for wives of pilots to an instrument refresher course. The commendation credited the programs with "leading to improved flight techniques and better understanding of aviation, thereby rendering a significant contribution to flight safety." Mr. Thomas also chaired an FAA panel which answered questions from the floor for two hours. The major problem related to weather information.

OCCUPATIONAL SAFETY PROGRAM LAUNCHED. An occupational safety campaign divided into five two-month phases will highlight a different aspect of safety in each phase. Officials will distribute informative material describing safety precautions involved in coping with different specific hazards during each phase of the program. The theme of phase one for October and November is "Fire Safety at Home and on the Job."

ETHICAL STANDARDS SPELLED OUT. Ethical standards for Federal employees were spelled out in regulations last week issued by the Civil Service Commission in response to Executive Order 11222. In issuing the new regulations, CSC chairman John W. Macy, Jr., said: "We have attempted to incorporate into these rules some practical guideposts that Federal employees may follow as they strive to make sound, ethical decisions when they are confronted with difficult choices. We do not consider the regulations to be a substitute for an employee's conscience or a crutch for his personal judgment." Basic objectives of the regulations are maintenance of high standards of honesty, integrity, impartiality and conduct by Government employees and the avoidance of misconduct and conflicts of interest by providing guidelines upon which the individual can base his personal decisions and actions.

TECHNICAL PROPOSALS SOLICITED. Prospective suppliers of complex equipment or research and development services are encouraged to submit technical proposals, along with price quotations and other data, which will be considered in the award of such contracts. The proposals should demonstrate understanding of the requirements, proposed method of approach, major problems expected and plans for solving them, types and levels of talent proposed, nature and scope of sub-contracting, experience in similar areas, ability to meet Agency dates, and proposed use of special equipment or facilities. The appropriate program office evaluates the proposals for the contracting official. Order 4400.6, September 28, gives complete details.

'ONE FAA' PREVAILS IN COMMUNITY ACTIVITIES. Regional directors have been authorized by Order 1100.72 to permit their area managers to appoint Local Coordinators, replacing area coordinators, at locations where there is a grouping of FAA field offices. Their responsibility will be to encourage and promote effective relations with the local community and to serve as FAA representatives for community activities. On a part time basis, local coordinators will (1) represent the Agency on all nonprogram matters including arranging for and supervising the participation of local FAA offices in such community activities as fund drives, blood banks, health campaigns, orientation tours and general public relations matters, and (2) serve as the point of contact and make required arrangements for visitors on FAA business who are not concerned solely with a single program. Designations need not be limited by grade considerations.

JET PILOTS DOFF MASKS. Jet airline pilots no longer will be required to wear oxygen masks when flying about 35,000 feet, according to a new Agency rule effective last week. Under the new rule, the requirement for one pilot at the controls to use oxygen now applies only above 41,000 feet where the time element is much more critical in the event of sudden decompression. Since airlines do not generally operate above 41,000 feet, this requirement is expected to have little effect on pilots. The design of oxygen masks and their harnesses has advanced to the point where they adequately meet quick-donning standards. Although the new rule relieves the pilot at the controls from wearing an oxygen mask below 41,000 feet, each crew member on flight deck duty still must have the prescribed mask immediately available.

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<u>ACPP Number</u>	<u>Position Title, Series & Grade</u>	<u>Area of Consideration</u>	<u>Key Number</u>
Position Location: ACPP-1714C	FAA Depot Procurement Agent, GS-1102-09	Procurement Br.	267
Position Location: ACPP-1699C	Office of the Manager, Aero Center Digital Computer Programmer GS-331-05	CANCELLED	

Promotion lists established as a result of these announcements may be used for a period of 90 days to fill additional vacancies in the same tenant organizations and/or the same area of consideration at the Aeronautical Center

* * * * * PLEASE USE YOUR ROUTING SYMBOL * * * * *

SPECIAL ANNOUNCEMENT. U. S. Naval Propellant Plant located at Indian Head, Maryland (20 miles south of Washington, D. C.) has a need for Electronic Engineers with a degree in electronics or CSC equivalency examination. Immediate vacancies exist for one GS-855-12, and seven or eight GS-855-5, 7, or 9, depending on qualifications. All positions are in design work, primarily instrumentation. Interested employees should forward current SF-57's to AC-14 immediately.

INTERCOM

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

October 19, 1965

W. Lloyd Lane
Director, Aeronautical Center

S P E C I A L

A re-alignment along with a small reduction in personnel in three areas of the Aeronautical Center was announced to the news media late yesterday afternoon. The change is to take place by mid-January.

The announcement explained that there are presently 66 positions at the Aeronautical Center which are surplus to the needs of the Agency and will be eliminated. This will include National Flight Inspection Division field offices in Los Angeles and Atlantic City. Affected employees will be notified on the first of November. Also to be accomplished are changes in work assignments for 79 other positions mostly in the FAA Depot. All positions involved are electronic technicians. The announced changes do not mean that 66 people will be eliminated under reductions in force procedures.

It is unfortunate that electronic technicians are in surplus in the FAA Regions so that transfer to region positions is not practical at this time. Every effort is being made to place as many of the positions affected elsewhere within the Aeronautical Center environment or with other government agencies.

As you are aware, our training demands upon the FAA Academy have undergone a downward trend as the Agency has matured and the influx of new people has lessened. Consequently, there are those who are in excess to the current needs of the Agency. Getting these programs into balance requires that reductions in force notices be issued to as many employees as needed to attain the net reduction of 66 electronic technician positions. Some few of that number are those who maintain equipment in Flight Standards and the Depot functions of the Aeronautical Center.

Some of those who receive notices will have rights to return to former and similar positions previously held at other FAA locations. Those who have such return rights will be given an opportunity to exercise them.

Notices will be given to those employees affected by this decision on November 1, 1965. In any event, no employee will be separated as a result of this change until January 14, 1966.

INTERCOM

FEDERAL AVIATION AGENCY

65-42 October 19, 1965

W. Lloyd Lane
Director, Aeronautical Center

MCKEE RECOGNIZES NATIONAL AWARD MADE TO JOHN SWEARINGEN. FAA Administrator William F. McKee has recognized the contributions of John J. Swearingen, Chief of the Civil Aeromedical Institute's Protection and Survival Laboratory which won him the National Safety Council Award of \$1000 earlier this month. The award was made possible by the Metropolitan Life Awards for research in accident prevention in 1965. In a letter to Swearingen presented by Center Director W. Lloyd Lane on Monday, McKee praised Swearingen and stated, "Your research leads us to direct measures which, when properly applied, will reduce suffering and even death for countless numbers of your fellow citizens."

EMPLOYEES CLUB PRESIDENT NAMED GEX EMPLOYEE OF YEAR. Jack W. Ferguson, a procurement analyst in the Aeronautical Center Purchasing Section and president of the FAA Employees Club has been named one of four government employees of the year by the management of the local GEX store. The award is an annual affair and given for personal attributes and contribution to the agency. The award of a \$100 Savings Bond and plaque will be made at a banquet this Saturday night at the Holiday Inn on the Tinker Diagonal. Ferguson has been a federal employee for over 23 years with service in both the Veterans Administration and the Civil Service Commission prior to joining the FAA in 1957.

MEET THE PRESS. The Administrator stressed during a recent staff meeting that responsible Agency officials should insure that the press receives all information, through appropriate channels, that the public should rightfully know. General McKee emphasized that he was referring primarily to technical information and that officials should avoid any action which might suggest that they are withholding news.

LOOKING AHEAD. A pamphlet designed to help employees who are completing FAA careers to plan their retirement years is now available through supervisors. Titled "Planning for the Future," the pamphlet was prepared by the headquarters Office of Personnel and Training.

PROMPT REPORTING OF WORK INJURIES REQUIRED. Employees injured at work are eligible for medical care and other benefits, including loss of pay benefits, providing they report their injury in writing within 48 hours. A verbal report to his supervisor immediately following any injury is also necessary. The written report is made on Bureau of Employees' Compensation Form CA-1 obtainable from every supervisor, who is also obligated to act promptly. No payment can be made for medical bills nor can an employee receive any compensation until the forms are submitted. Injured employees will avoid delays by being prompt with the paperwork.

NEW SECURITY AND COMPLIANCE CHIEF NAMED. John V. Graziano, previously with the Compliance and Security Division, EA, will assume the post of Chief, AC-9, on November 8, 1965. Graziano joined FAA in May, 1963 after serving in the Investigations field with the Civil Service Commission for a number of years.

LEAVE BEFORE RETIREMENT. Those who plan to retire on or before November 30, 1965, should plan to use any current accrued annual leave which cannot be included in the lump-sum leave payment before that date. Normally, annual leave isn't granted prior to separation when it is known that an employee will end his Federal service upon expiration of the leave. Under the Lump-Sum Leave Payment Act, employees must be separated as of their last day of duty and paid a lump-sum payment for accumulated leave. Exceptions are authorized when an employee has accrued annual leave which cannot be included in his lump-sum leave payment.

ACADEMY AUTHOR HAS ANOTHER ARTICLE PUBLISHED. Roy J. Cummings, Standards and Curriculum Section, Training Development Branch, AC-912, has a nine page article in the September issue of THE OFFICE magazine. His article deals with the high cost of duplicate desk filing and was written for the benefit of executive type management people. The Paperwork Management Branch in Washington has indicated interest in reprinting the article for the benefit of Agency personnel. Cummings also wrote the feature article for the December 1964 issue of the same magazine. (See the 1964 Christmas issue of Intercom.)

ATCA HANDS OUT GOLD STARS. At its tenth annual convention, meeting in Los Angeles October 11-13, the Air Traffic Control Association gave its 1965 Medallion Award for excellence in technical writing to Benjamin F. L. Darden, communications duty officer in Eastern Region Headquarters, for his article "A Subjective Look at Automation," published in the ATCA Journal. The Earl F. Ward Memorial Award, for the outstanding facility, was won by the Kansas City ARTCC. The Chicago ARTCC was awarded second place and the San Jose Airport Tower placed third in this competition. Accepting for their units were: Harley Shotliff, Kansas City; Marvin Lauth, Chicago; and Martin Henkel, San Jose. The highest individual award went to M/Sgt William E. Boatman, USAF, professional controller, for his services in the Far East. Presenting the awards was Archie W. League, Director, Air Traffic Service. Administrator William F. McKee delivered the keynote address.

OPERATIONAL FIRST AT DENVER. An operational first was recorded at Denver Center recently when the Denver Tower radar was NOTAMed out of service for three days during modification. Proving the old axiom that a large family works best together, the maintenance department of the Center jury-rigged a special scope between two Center en route scopes. Denver Tower personnel reported for duty in the Center, took radar handoffs from en route controllers on a 50-mile range and vectored inbound traffic direct to runways in use at Stapleton International Airport, Lowry and Buckley Fields. It was a normal approach control operation with no delay or inconvenience. Tower controllers who drove the 70-mile round trip daily proved that all divisions of the FAA could function as a close-knit team.

PILOT APPLICATIONS SOAR. A boom in private flying is predicted with airman pilot certificates issued during 1965 exceeding the previous 1957 high of 117,902. During the first six months of 1965, 61,744 pilot certificates were issued -- an increase of 22 per cent over the same period in 1964. Student pilots numbered 39,958; private pilots, 15,568; commercial, 5,316; air transport ratings, 530; helicopter, 272; glider, 96; and other, 4. The total number of pilot certificates held in the United States is expected to pass the 450,000 mark by the close of 1965. Applications for airman medical certificates during the first six months of the year rose to a record 12.3 per cent over the same period in 1964. Applications for pilot certificates have been increasing steadily since 1960. California led the nation with 62,031 certificated pilots in 1964 followed by Texas (31,373), New York (22,848) and Illinois (22,325). Active aircraft registered with FAA totals 90,935.

GOBBLEDYBOOK OF THE WEEK. A keen-eyed headquarters type submitted this direct quote from an Agency handbook: "To facilitate an overall understanding of these instructions, there follows below an informational summary of the salient points which are developed in prescriptive form by the preceding definitions and the ensuing chapters." In other words: "Summary follows."

BONDS OFFER NEW INTEREST BONUS. Bonds with a face value of \$50 or more which are bought through payroll savings will draw interest from the first of the month in which half of the purchase price is accumulated. This new regulation has been adopted by the Treasury Department to encourage the purchase of the higher denomination bonds. Regardless of the number of deductions required to complete the purchase, bonds will be dated from the first of the month in which you reach the half-way mark. Payroll offices are ready to assist in starting new bond deductions or in changing from \$25 to a higher denomination. A Notice is being prepared by the Aeronautical Center Accounting Division which will explain the new program in detail.

MEDICAL PROGRAM FOR CONTROLLERS ANNOUNCED. All air traffic controllers will receive periodic physical examinations at Agency expense under a new medical program announced today. The new program broadens an existing one which applied only to those in control towers. The new medical requirements for individual controllers have been determined by the duties performed and the levels of responsibility carried. In announcing the program it was stressed that the program is designed to preserve the services of air traffic controllers for as long as possible through periodic medical check-ups. Complete details -- provision for waivers, extent of examination, schedule of implementation and provision for those found medically disqualified -- are covered in an Agency Order which will reach the field next week.

MAGAZINE RACK. The October issue of FAA HORIZONS, featuring electronics maintenance technicians Clarence B. Krech and Gerald J. Russell on the cover, is en route to the regions for distribution on a one-for-one basis. Why not take yours home and brighten up the coffee table and let the rest of the family know what goes on in your Agency? An inside story tells what Krech and Russell, and the other 6,000 electronics maintenance technicians in the FAA do. In "Area Managers: Key Men in Decentralization" you get to meet the 18 area

managers, learn where they've set up shop and what they do. You'll have to amend your dictionary (and maybe your thinking) after you've read "As far as they're concerned 'Handicapped' is only a word." If the situation demands, our Southern FAAers can drop the honeysuckle and magnolia from their speech, a fact that becomes apparent in "Charleston's Controllers Talk Safety Fast." If you were reading the newspapers on December 19, 1910, you'd know that Capt. Yoshitoski Tokugawa of the Imperial Japanese Army became the first Japanese to fly a powered heavier-than-air plane. If you missed the papers that day, you can get a good fill-in on the adventures of Captain Tokugawa in "JCAB -- The FAA of Japan." Where is the world's first airport? The name is Bader Field and you'll be surprised to find out where that is. (Hint: bathing beauties and salt water taffy are big items here.) These are only a few of the interesting, informative articles and stories in the October FAA HORIZONS. Take your copy home.

AUDU-BON MOTS ISSUED FOR PILOTS. FAA is urging pilots to be alert to possible bird damage during the next six to eight weeks. During this period migratory flocks of waterfowl, ranging in size from 5 to 15 pounds, will be sharing the airspace with VFR and IFR traffic, and no way has been devised to obtain reliable flight plans on them or to influence them to conform to traffic control regulations. Positive steps that are being taken to reduce the hazard of aircraft striking birds are: (1) tests at NAFEC aimed at improving the capability of airframes and engines to withstand bird damage, (2) extensive biological studies into the habits of migratory waterfowl as a basis for more reliable advisories on bird movements, (3) distribution of a form with which pilots can easily report bird strikes and near misses so that more data can be compiled for the various research projects, (4) release of a news story which gives the presently known flight patterns of the more common flocks. Present information indicates that pilots should use a rule that every pedestrian follows with regard to pigeons: Don't pass under a flock of birds. It seems that geese, swans and ducks tend to dive when approached closely by aircraft.

A&P MECHANIC TICKET ISSUED GREASED. Faster certification of qualified student A&P mechanics has been proposed by the Agency to speed up their employment by industry after graduation from FAA-certificated mechanic schools. A new rule being considered by the Agency would permit a qualified student to take the required oral and practical tests before meeting either the experience requirements or passing the written test. This would make it possible for the student to get an A&P certificate with minimum delay after graduation. Current rules prohibit the applicant from taking the oral and practical tests until each section of the written test has been passed. They also require the written test to be taken only after experience requirements have been met.

SAFETY PROGRAM FOR Hq. ONLY. Information on the safety program carried in last week's INTERCOM applies to Washington Headquarters only.

INTERCOM

FEDERAL AVIATION AGENCY

65-43 October 26, 1965

W. Lloyd Lane
Director, Aeronautical Center

COMBINED FEDERAL CAMPAIGN GOES OVER THE TOP. Employees at the Aeronautical Center and local employees of the Southwest Region have reason to be PROUD of their participation in this year's Combined Federal Campaign. With 87.8 percent of the employees participating in the annual drive for funds, FAA employees exceeded their goal by 9%. Total amount pledged came to \$68,054 as of Monday's accounting. There were 3550 persons pledging their support to the campaign which this year included the provision of using payroll withholding to pay pledges. All employees who participated are to be congratulated for their unselfish efforts on behalf of the associated agencies.

JACK G. WEBB NAMED HEAD OF NAFEC. The realignment of responsibilities at the Agency's National Aviation Facilities Experimental Center and the appointment of Jack G. Webb as its new director was announced Friday by Administrator McKee. Previously, NAFEC's operations were under the jurisdiction of a number of FAA offices and services in Washington. The realignment parallels that of the Aeronautical Center in that each of the organizations will have a single director reporting to the Administrator. William F. Harrison, who has been serving as manager of NAFEC, has been named deputy director. Webb, 52, entered government service in 1942 and progressed through a number of responsible Agency positions in Los Angeles, Oklahoma City and Washington before his most recent assignment as deputy director of Southern Region. He has logged 13,000 hours flying time, and his FAA ratings and certificates include air transport, multi-engine and turbo-prop ratings, flight instructor, and airframe and power plant license.

MORE POINTS ON RETIREMENT. Legislation granting an 8.1 per cent bonus on retirement will also permit an employee with 41.9 years or more of creditable service to receive as much as 86.5 per cent of his high five annual average salary. The previous legal maximum was 80 per cent. Also, a person proposed for disability retirement may waive any sick leave to which he might be entitled in order to make the retirement effective November 30 and be eligible for the 8.1 per cent increase. An employee with annual leave which must be used this year may waive any part of that leave to come within the provisions of the law. Legislation has been passed by both Houses and is now awaiting signature which will extend the effective date of retirement to receive the 8.1 per cent bonus from November 30 to not later than December 30. If this legislation is signed, all above benefits will apply; and in addition, employees who retire on December 30 will receive their lump sum leave payment during January 1966, and may thereby come under lower income tax requirements.

PROUD PROGRAM GAINS MOMENTUM. Enrollment has reached 90% participation. All organizations at the Aeronautical Center have displayed great enthusiasm and have pledged themselves to increase their degree of pride in workmanship. Congratulations are in order to the Standards Division of the Aircraft Services Base which reached 100% within three days following the implementation ceremony of September 17. This interest reflects a true spirit of pride in their organization.

CENTER ASSISTS IN SEARCH FOR FUGITIVE. At the request of Lee O. Teague, Special Agent in Charge of the Oklahoma City FBI office, several employees of the Aeronautical Center assisted in the search for fugitive Delbert Harmon Garmon last week. Garmon was eventually captured in Dallas. At one point in the search when it was learned that Garmon was suspected of hiding in the southern part of Oklahoma City, a call was made from the FBI to the Aeronautical Center's Compliance and Security office. Swift coordination put a helicopter piloted by James T. "Butch" Kerr into the air in a search that relieved a number of FBI agents for search duties elsewhere. Other employees involved were Carl Bailey, Acting Chief, Compliance and Security Staff; Warren Smith, Chief, Flight Standards Training Branch; T. K. Archer, Chief, General Operations Section, Flight Standards Training Branch.

FIRE PREVENTION FILM TO BE SHOWN. A 25-minute fire prevention film will be shown in the Headquarters Building auditorium on October 28 and 29. The film will be shown at 10:00 a.m., 2:00 p.m., 3:00 p.m., and 4:00 p.m. each day. While fire prevention is always emphasized during the month of October each year at the Center, it is a year around responsibility each of us must accept. All supervisors are encouraged to schedule their people to see this film.

ELECTRONIC DEMONSTRATION SET FOR THURSDAY 9:00 - 3:00. A demonstration of electronic instruments will be conducted by representatives of Dannemiller-Smith, Inc., on Thursday, October 28, 1965, between the hours of 9:00 a.m. and 3:00 p.m. A self-contained trailer-van will be parked at the north end of the parking lot, east of the Headquarters Building. Instruments to be shown include power supplies, strip and XY recorders, frequency synthesizers, pulse and signal generators, oscilloscopes, and other electronic metrology equipment.

INTEGRATED FINANCIAL MANAGEMENT SOUGHT. Improved decision making in the allocation of resources among competing government programs is the aim of a recent order from the President and Bureau of the Budget. All agencies have been directed to establish integrated systems for planning, programming and budgeting to improve the decision-making process at all levels including line officials, agency heads and the President. The Administrator directed, in Agency Order 1000.11, October 20, that such a program be pursued vigorously under the supervision of the Associate Administrator for Administration. He will be aided by a steering committee consisting of the Associate Administrator for Programs, the Director of Policy Development, the Director of the Systems Research and Development Service, the Director of the Budget, and the Chairman of the Working Group for Financial Management Improvement.

COST DATA ON TRANSPORT AIRCRAFT RELEASED. Big four-engine cargo jet transports burn an average of 1,859 gallons of fuel per hour, but they can carry a ton of cargo at a nickel a mile. An FAA report, "Direct Operating Costs and Other Performance Characteristics of Transport Aircraft in Airline Service, Calendar Year 1964," covers this along with average cost and other data for all the aircraft used by U. S. trunk airlines, international carriers, local service, helicopter and all-cargo airlines. The statistics prove the economic efficiency of jet passenger transports. Operating costs for U. S. four-engine passenger jets leveled off near the 1963 level of 1.50 cents per seat mile after a steady

decline over the preceding four years. For the local service fleet, direct operating costs per aircraft mile ranged from a low of 69 cents for the DC-3 to \$1.12 for the larger twin engine piston aircraft. In seat-mile costs, the DC-3 averaged 2.94 cents while the larger twin engine turbo-prop aircraft averaged 2.45.

CSC APPLAUDS PERSONNEL'S ELEVATION. In a letter to Administrator McKee, Civil Service Commission Chairman John W. Macy Jr. said: "The added recognition you have given to the personnel and training function will have a salutary effect not only in the FAA but in other Federal agencies as well. Your letter sets forth a strong and compelling management argument for the elevation of these functions to a point where they can be most effective in support of top management." Macy's letter referred to the Administrator's announcement (INTERCOM 65-39) that the personnel function would be elevated to the level of Associate Administrator because "our most important resources at the FAA are the skill and dedication of our employees."

GOBBLEDYGOOK OF THE WEEK. The flood of response to these items has proven conclusively that most FAAers join the Administrator in his dislike of gobbledygook. This week's prize suggestion proves that writers of gobbledygook don't like it either!

"In short, we concluded that these paragraphs in the regulations were insufficiently clear and unambiguous. It should be here parenthetically admitted that those responsible for the presently proposed amendment were in a large part responsible for the current, allegedly imperfect text."

Translation: "The proposed amendment is as bad as the original and the same part is responsible for both."

INSTRUCTORS MUST BE PROFICIENT. Flight instructors must renew their certificates every two years under new FAA regulations. Applicants for renewed certificates must show evidence of their competence as both pilot and instructor. This could take the form of records indicating that the instructor has taught at least 10 students within the preceding period, with a minimum of 80 per cent having successfully passed their flight tests for certificates or ratings the first time. Endorsement by an FAA inspector familiar with the applicant's qualifications or successful completion of refresher training under an FAA recognized program also will be acceptable for renewal. The new regulation is aimed at raising the level of pilot proficiency, particularly student pilot flying, through more effective flight instruction. As many as 20,000 flight instructors are affected.

NEW AIRCRAFT AFFECT AIRPORT DESIGN. Merritt O. Chance, Airports Service, has studied the impact that jets and other aircraft will have on smaller air carrier airports and sees a great challenge for consulting engineers in airport development. Chance presented his views to representatives of 12 government agencies at a symposium of the Consulting Engineers Council at Catholic University in Washington. His talk, "Roles of the FAA and the Consulting Engineer in Airport Development," described the airport facilities that will be needed to serve the SST and V/STOL aircraft in the not too distant future.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 11-3-65. The best qualified applicant will be selected for these positions regardless of race, color creed, sex or national origin.

APPLICATIONS SHOULD BE SENT TO PLACEMENT BRANCH, AC-14. Those received after 4:30 p.m. on closing date will be returned.

A Personnel Data Summary (FAA Form 2062) must be initiated the first time an employee requests consideration for a vacancy. A new PDS should not be submitted for future requests unless the employee's supervisor or the Placement Branch determines that a new rating is needed.

Applications are also solicited from employees on a Center-Wide basis who wish to be considered for REASSIGNMENT to announced positions.

<u>ACPP Number</u>	<u>Position Title, Series & Grade</u>	<u>Area of Consideration</u>	<u>Key Number</u>
Position Location: FPP-AC-65-1715*	FAA Academy Assistant Chief, GS-301-14	Agency Wide	**
ACPP-1680A	Budget Clerk, GS-501-05	CANCELLED	
Position Location: ACPP-1716	Executive Office Secretary (Stenography), GS-318-06	Center Wide	***

*Closing Date: 11-10-65

**On file Room 103 Hq. Bldg. with the following additional requirements:

Three years of specialized experience must have been acquired as an inspector, specialist, or supervisor in one of the principal Flight Standards fields, i.e. Operations, Maintenance, Engineering and Manufacturing or Flight Inspection and Procedures.

***On file Room 103 Hq. Bldg.

Promotion lists established as a result of these announcements may be used for a period of 90 days to fill additional vacancies in the same tenant organizations and/or the same area of consideration at the Aeronautical Center.

***** PLEASE USE YOUR ROUTING SYMBOL *****