

FAA NEWS - MEMO

Issue No. 2

February 1959



BENNETT NAMED ASSISTANT TO FAA ADMINISTRATOR

J. Gordon Bennett has been appointed Special Assistant to the Administrator, Federal Aviation Agency.

In announcing the appointment, E. R. Quesada, Administrator said, "Mr. Bennett is perhaps the most knowledgeable man in the Federal Government regarding the origin, development and implementation of the Federal Aviation Agency. In his capacity as my Special Assistant, he will bring to bear an invaluable background of experience which is essential to the orderly progress of the new Agency."

Mr. Bennett was the Government member and staff director of the Harding Group in 1955, which first focused the urgent need for Federal action to bring the civil and military aviation agencies in closer harmony. He then served as Special Assistant and Acting Deputy to Mr. Edward P. Curtis, President Eisenhower's Assistant for Aviation, who recommended to the President the basic Federal Aviation Agency organization. Since 1957, he has been Mr. Quesada's principal advisor and assistant in the White House throughout the legislative and organizational phases of the new Agency.

Mr. Bennett graduated from Oberlin College in 1941 with a degree in political science and economics. A Naval Aviator during the War, he flew as an instructor, liaison officer for a Free French patrol squadron and later with the Naval Air

Transport Service. After discharge in 1945, he was a co-pilot for Trans World Airlines and then chief pilot for a non-scheduled cargo airline. He began his Government career in the Civil Aeronautics Administration in 1948 as a flight operations inspector serving in Washington, Miami and Paris, France. From 1953 to 1955, he was assigned to the Department of Commerce as aviation advisor to the Under Secretary for Transportation.

Mr. Bennett maintains an active pilot's rating. He lives with his wife and two children in Bethesda, Maryland.



LUIKART TO ADMINISTER FAA PERSONNEL AND TRAINING

Fordyce W. Luikart has been appointed to the post of Assistant Administrator of Personnel and Training in the Federal Aviation Agency.

As Assistant Administrator of Personnel and Training he will be responsible for the conduct of a comprehensive program of personnel services and identifying the need for and the manner in which to meet the Agency's different technical and administrative formal and on-the-job training and educational requirements. The Agency now employs about 28,000 personnel.

Prior to his new assignment, Mr. Luikart headed the Federal Aviation Organization Study, responsible to Mr. Quesada for the development of the FAA organization.

Cont... See Luikart
page 3 col. 1



CASSADY NAMED TO FAA POST

Appointment of Brigadier General George S. Cassady as Deputy Director of the Federal Aviation Agency Bureau of Air Traffic Management, was announced on January 8 by Administrator Quesada.

General Cassady joins the Federal Aviation Agency from the Military Air Transport Service where he was Deputy Commander of the Eastern Transport Air Force, MATS, with headquarters at McGuire Air Force Base, New Jersey. He brings with him wide experience in the fields of both civil and military aviation. The Bureau of Air Traffic Management is responsible for the supervision and operation of the Agency's air traffic control and aeronautical communications systems and facilities essential for the safe and efficient use of our nation's airspace.

He graduated from the Air Corps Flying School at Randolph Field, Texas, in 1932, after which he flew as a pilot with United Air Lines. In 1938 he joined the Bureau of Air Commerce, U. S. Department of Commerce, a predecessor agency to the CAA, and held positions as Chief Air Carrier Inspector of the West Coast Region with headquarters at Santa Monica, California, and later as Chief of the Air Carrier Operations Branch of the Civil Aeronautics Administration in Washington.

He returned to active military duty in 1942 as a Major and served in the

Cont... See Cassady
page 3 col. 1

FAA To Provide Radar Advisory Service To Civil Transcontinental Jet Flights

Radar advisory service to civil air carrier jet aircraft will be extended to the three transcontinental jet routes linking Los Angeles and San Francisco with New York effective January 25, it was announced by E. R. Quesada, Administrator, Federal Aviation Agency.

At the present time this joint service of the Federal Aviation Agency and the U. S. Air Force Air Defense Command, is being provided to civil jets operating from New York over the Northeastern portion of the country and from New York to Miami, Florida at altitudes from 24,000 feet to 35,000 feet inclusive.

The radar advisory service is designed to inform pilots of civil jet transports operating en route with information on other traffic as observed on radar in their area. In addition the service makes available to the civil jet pilots a vectoring service which, when necessary, will assist them in flying around possible traffic conflicts. The radar advisory service is a further step in the advancement of air safety in commercial jet transportation.

The advisory service will be provided on the three transcontinental jet routes by FAA controllers working side-by-side with military controllers at 17 selected military radar installations. Of the radar sites, 16 are operated by the U. S. Air Force Air Defense Command and one is operated by the Air National Guard.

The jet advisory service starts at 24,000 feet and extends upward to include 35,000 feet.

Exceptions to the 24,000 foot floor for the advisory service exist where there are gaps in the radar coverage along the three jet routes. Until these gaps are filled with radar coverage, civil air carriers will fly between 27,000 and 31,000 feet inclusive, while all other traffic must obtain air traffic control approval prior to operating on or crossing the routes within these altitudes.

FAA controllers have the full responsibility for providing the radar advisory service to civil air carrier jets. However, by agreement with the Air Defense Command, military controllers may provide the service if FAA personnel are not available.

The radar locations from which the radar advisory service will be provided are as follows:

Altoona, Pennsylvania; Bellfontain, Ohio; Louisville, Kentucky; Hanna City,

Illinois; Belleville, Illinois; Olathe, Kansas; Omaha, Nebraska; Hutchinson, Kansas; Amarillo, Texas; * Denver Colorado; Moriarity, New Mexico; Albuquerque, New Mexico; Gallup, New Mexico; Winslow, Arizona; Las Vegas, Nevada; Boron, California, and Madera, California.

-----*Air National Guard radar.

NEW FAA CONTRACTS AWARDED

The Federal Aviation Agency has announced that it has authorized the General Services Administration to award contracts for the leasing of two new Air Route Traffic Control Centers, one to be built by the New London, Ohio firm of Jennings and Churella at Oberlin, Ohio, and the other at Hampton, Georgia by the Main-Linden Corporation of Dallas, Texas.

Both installations will be constructed in accordance with FAA-GSA specifications and will be leased to the government for a firm term of ten years. The government also has the option of purchase of the premises at the end of the rental period.

Patterned after Federal Aviation Agency Air Route Traffic Control Centers going up in other parts of the country, each installation will consist of a main building with a minimum of 51,000 square feet of floor space, a separate engine generator building and related facilities.

The Air Route Traffic Control Center now located at the Cleveland Hopkins Airport, Cleveland, Ohio will move into the new facility at Oberlin, Ohio upon its completion and the Center at Atlanta, Georgia will move to Hampton, Georgia.

49'er Skyway To Link Miami With Alaska

Designation of the new 4900 mile-long "49'er Skyway" between Miami, Florida and Fairbanks, Alaska was announced recently by Mr. Quesada.

The name 49'er, aptly chosen for the Skyway to honor the 49th State is made doubly appropriate by the happy coincidence of having over 4900 miles of skyway. It is more than twice as long as the longest previously established skyway.

Extending from Miami, Florida, to Fairbanks, Alaska, among the main cities on the Skyway are Memphis, Tennessee; Omaha, Nebraska; Great Falls, Montana; Edmonton, Alberta; and Whitehorse, Yukon. Approximately 1500 miles of the skyway are in Canada.

A skyway is an air marked route between two distant places which is laid

out over the safest flying terrain, with servicing facilities en route at an average of 275 miles apart. Skyways are marked by standard air markers, which are a minimum of ten feet high and show the name of the town in high visibility chrome yellow letters with a black border. Markers also show the location of the nearest good airport and the distance away. Every town on a twenty mile wide band on the skyway route is air marked. Skyways have proven invaluable to the utility and general aircraftowner, as well as a stimulant to the general aviation industries and to cities en route.

The "49'er Skyway" was designated at the request of interested parties for the first air cruise to Alaska. The flight will leave Miami on June 19th and arrive in Alaska in time to celebrate Alaska's statehood at the Sun Festival, July 4th.

Onis B. Tomlin Awarded Highest Honorary Award By Secretary of U.S. Air Force

The Exceptional Service Award, the highest honorary award the U. S. Air Force can bestow upon a civilian was presented to Onis B. Tomlin, Air Traffic Supervisor, New York Area. The award was presented to Mr. Tomlin by Major General Edward Underhill, Commander, Eastern Air Defense Force, in the name of the Secretary of the Air Force, Mr. James H. Douglas. The ceremonies took place December 11th at Stewart Air Force Base, New York.

The Citation is as follows: "In recognition of his exceptional performance from 20 August 1951 to 13 January 1958 while serving as Civil Aeronautics Administration Liaison Officer with the 32d Air Division (Defense), Air Defense Command. Mr. Tomlin demonstrated great initiative and leadership in developing simplified procedures for scramble and recovery of aircraft. His various simplified operating instructions and procedures concerning Security Control of Air Traffic and Electromagnetic Radiations have been accepted nation-wide. Through his technical and administrative capabilities, dedication to service, and cheerful cooperation in the accomplishment of civilian-military liaison responsibilities, he has reflected great credit upon himself and the Federal service.

Signed: James H. Douglas
Secretary of the
Air Force"

LUIKART (Cont'd from page 1)

Mr. Luikart began his Government career with the Civil Service Commission in 1939 becoming the first Director of the Executive Development and Training Program in 1950. He also served as Assistant to Arthur S. Fleming on the first Hoover Commission and subsequently as Staff Director of the President's Advisory Committee on Government Organization and Staff Director of the President's Committee which established the framework for the new Federal Career Executive Program. From 1953 to 1955 he was the Deputy Director and later Director of Administration in the Department of Health, Education and Welfare. From 1955 to 1957 he was a principal associate with a management consulting firm devoting his attention primarily to Government organization and personnel problems.

A graduate of Ohio Wesleyan University in 1933, he was also a teaching fellow and teaching assistant at the Maxwell Graduate School of Public Administration, Syracuse University. He is the author of a number of articles on personnel administration.

Mr. Luikart is a member of Phi Beta Kappa, Member and Past President, Board of Trustees, Group Health Association and is on the Board of Trustees of Ohio Wesleyan University.

Mr. Luikart resides with his wife and 3 boys in Chevy Chase, D. C.

CASSADY (Cont'd from page 1)

China-Burma Theater, later as a Lieutenant Colonel he was commander of the 1337th Army Air Corps Unit in India and participated in the "Hump Operations" between India and China.

After World War II he served in a series of military posts overseas and at home. He attended the National War College in 1952 and during his attendance there was promoted to the rank of Brigadier General.

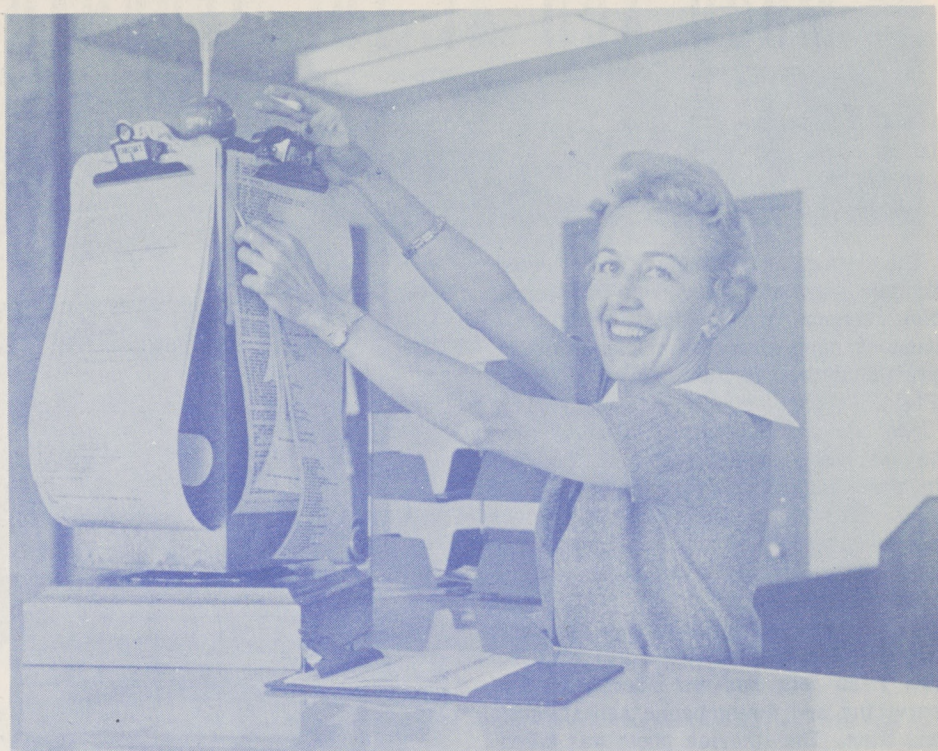
General Cassady was born in Gainesville, Texas, which he still considers his home town.

FAA ISSUES FIRST AIRMAN EXAMINING CERTIFICATE

The University of Illinois Institute of Aviation has become the Nation's first school authorized by the FAA to award pilot licenses on the basis of examinations given by its own staff.

"Airman Examining Agency Certificate No. 1" was issued to the University by the FAA.

PILOT'S "GIRL FRIDAY" AT AERO CENTER



Ann McQuown, Operations Clerk, Flight Operations Office, Aeronautical Center.

Want to know who's flying and in what? Well, in Oklahoma the girl who can tell you is Ann McQuown in charge of the Flight Operations Office at the Aeronautical Center, Oklahoma City. Since all flights in and out of the Center operate through this office, she must be ready to answer a multitude of questions each day. And those questions are varied—they may cover everything from the latest weather forecasts--and they change fast in Soonerland--to ETA of a T-33, to filing a complex high altitude jet flight plan.

Ann's government career has been varied, but from the first has been tied in with aviation. Her first Civil Service job was with the U. S. Engineers in Oklahoma City. Since the principal project at that time was construction of the Douglas plant at Tinker Air Force Base, it was a natural move to transfer to the Air Force Base Operations Office at Tinker. Three years in the Tinker Operations Office during World War II gave Ann some good and varied aircraft operational experience.

In 1946 Ann decided to see the world, left the old home town and took a job with the Bureau of Aeronautics, Navy Department in Washington, D. C. and transferred soon after that to the Civil

Aeronautics Administration. During the years that followed, Ann worked in the Airman Records Branch and the Performance Analysis Section of what is now the General Safety Division, and then like all good Sooners like to think, Oklahoma began to look pretty good. So in 1953, Ann transferred to the Aeronautical Center, where there was a vacancy in the Operations Office.

Ann thinks her job is one of the most interesting in FAA. She has direct interphone contact with the Will Rogers Tower, Will Rogers Air Traffic Communications Station, RAPCON at Tinker AFB, and Air Force Flight Service.

She reads and interprets teletype messages and weather sequences like a veteran communicator, keeps all aviation publications and charts, providing kits of current publications for the pilots operating out of the Aeronautical Center. She keeps tab on the multitude of pilots operating locally and cross-country into or out of the Oklahoma City facility, since all telephone inquiries concerning FAA pilots or aircraft inevitably reach her Office.

In addition to her aviation interests, Ann finds time for golfing, and for water skiing—at which she has become quite adept--and also time for her brand new Thunderbird.

MUCH ADO AT THE AERONAUTICAL CENTER

The impact of the jet age is reflected in many ways at the Aeronautical Center. New sounds are in the air and new hangars have altered the long-familiar profile of the west side of Will Rogers Field.

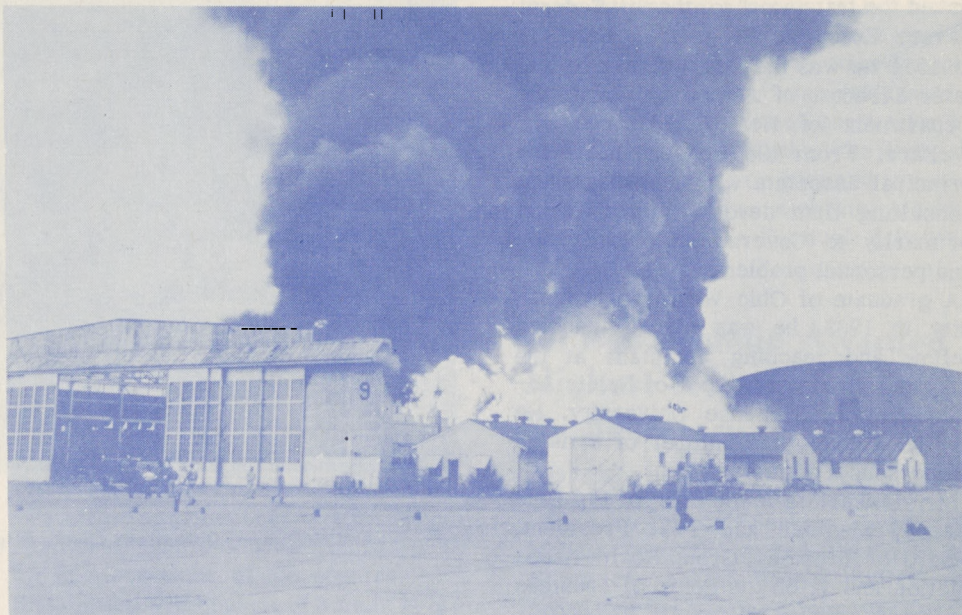
New Hangar 8, pictured with a Boeing 707 parked alongside was finished just in time for the 20-20 Celebration last June. This hangar has been designed to accommodate the aircraft assigned to or operating from the Aeronautical Center. Measuring 180 feet by 280 feet, it can accommodate at least three Convairs, two B-57 jets, three DC-3s, one T-33, two F-80 jets and two Beechcraft for servicing and maintenance activities at one time. The interior photo was taken early in January and shows a typical "workload" in the hangar.

Modern features of Hangar 8 include high intensity fluorescent lighting, electric and air outlets on the floor, electrically operated doors, and even a "high-tail" door to enable the hangar to handle any of the new civil jets in production or on the drawing boards.

Besides normal hangar and accompanying shop space, new Hangar 8 has three-story lean-to additions on the east and west sides which furnish office and laboratory space for activities such as the Aircraft Standardization and Maintenance Division and the High and Intermediate Flight Inspection Field Offices.

Hangar 8 will soon face its counterpart to the south as new Hangar 9 rises from the site of old Hangar 9--known to many as the old Standardization Hangar--and will be finished sometime this spring. On October 2, 1958, old Hangar 9 tried to assist in its own dismantling by literally going up in smoke during the razing process. Fortunately, the hangar had been completely vacated a few days prior to the holocaust. The blaze and smoke were visible for miles in the late evening around Oklahoma City, and added to the rapidly graying hair of Aeronautical Center personnel for a short while.

Today, the Center hums with exciting activity in gearing up for its important FAA role in this new age of near-sonic commercial travel.



Old Hangar 9 at the Aeronautical Center "going up in smoke" while in the process of being dismantled. This hangar was city-owned and is to be replaced by a new one similar to the new Hangar 8, shown on the next page. New Hangar 9 will also be city-owned.



New Hangar 9 is being erected on the empty ground in the center of the picture. The lean-to additions are shown being erected on the east and west sides of the hangar. These lean-to's will furnish office and laboratory space.



Exterior view of new Hangar 8 at the Aeronautical Center, built for FAA by the Oklahoma City Airport Trust. The hangar measures 180 feet by 280 feet. A Boeing 707 jet is shown parked alongside.



Interior view of new Hangar 8, showing a typical workload. The hangar can accommodate at one time the three Convairs, two B-57 jets, three DC-3s, one T-33, two F-80 jets, and two Beechcrafts assigned to or operating from the center. Notice the FAA markings already painted on several of the planes' rudders.

ARCTIC QUIZ GAME

SAVES PILOT

In ten minutes and with twenty questions, Edward Ward, Airways Operations Specialist of the Federal Aviation Agency at Kotzebue, Alaska, identified a downed plane, able only to answer "yes" and "no" in an improvised code. Pilot and passenger were rescued.

Late on October 6, Ward, Communicator who has been recognized previously for exceptional work, heard clicks in one of the receivers he was "guarding" in the station communications room. No flight plan on record indicated that an aircraft was missing. The signal was too weak to carry a voice, so Ward, suspecting an emergency, broadcast on all frequencies a request that the pilot attempting to transmit on 3023.5 KC identify himself by depressing his microphone key three times. Immediately, three weak dashes were heard.

Thereupon, Ward, drawing on his knowledge of the area around Kotzebue, where he has worked for thirteen years, on his experience with previous cases of planes in trouble, and his intimate knowledge of flying history north of the Arctic Circle, carried on the following inspired game of "twenty questions":

"This is Kotzebue radio--I have received a series of three dashes on 3023.5. There is some interference on your frequency. If you are calling Kotzebue radio, please repeat with three dashes."

(Three dashes).

"Roger. Am I in contact with the FWS Grumman? (Fish and Wildlife Service Grumman Amphibian for which a search was then underway). If so, transmit three dashes."

(No response).

"Does this concern a disabled or a missing aircraft? If so, transmit three dashes."

(Three dashes).

"Roger. A missing aircraft. I will attempt to locate you. When I am correct, push your microphone button one time."

"North?"

(One dash).

"Roger. You are located north of Kotzebue. Transmit one dash for each ten miles that you are positioned north of Kotzebue."

(Twelve dashes).

"Roger. You are 120 miles north of Kotzebue. Confirm with three dashes."

(Three dashes).

"Roger. Now I will attempt to locate you more exactly. Transmit three dashes for affirmative. Are you located near a river?"

(Three dashes).

"Roger. You are located on or near a river. Is it the Kelly?"

(No response).

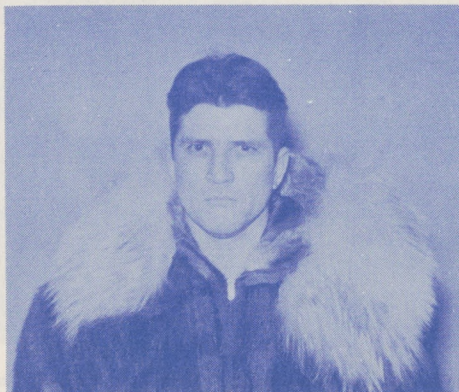
"The Noatak?"

(No response).

"The Kougururok?"

(Three dashes).

"Roger. If you can give me distance from the Peterson crash, transmit one dash for each ten miles that you are located up river from that crash."



Edward Ward

(Two dashes).

"Roger. Twenty miles up river from the scene of the Peterson crash. Are you located on the river or within a quarter of a mile of it?"

(Three dashes).

"Roger. Left side of the river?"

(Three dashes).

"Are there any injuries or fatalities?"

(No response).

"Roger. No fatalities or injured persons. Are you requesting first available aircraft?"

(Three dashes).

"Roger, Wien Airlines will send an aircraft up there tomorrow morning. Do you have a strip marked and/or will you conduct the rescue aircraft to a safe landing?"

(Three dashes).

"I still don't know what aircraft this pertains to. Please transmit one dash for each numeral on a count-up basis. Nine would be nine dashes."

(Seven dashes, eight dashes, ten dashes, eight dashes).

"Roger. Seven, eight, zero, eight."

(Three dashes).

"Roger. Will leave receiver on CW in case you desire a further contact."

The next morning, a Wien Airlines plane flew to the vicinity of the crash, had no trouble locating the plane, and brought in the pilot, Bert Beltz and a passenger, Fulton C. Robinson, both of Kotzebue. Ward's knowledge of the location where Bill Peterson had crashed several years before, his detailed knowledge of the geography, and his long ex-

perience as a communicator, made possible his speedy, efficient solution of the communication problem.

Following the crash, which was caused by a strong wind just after takeoff, Beltz and Robinson had salvaged the radio and battery but had insufficient power for voice broadcast. They did not know code. Late in the afternoon Robinson tried once more to broadcast, and that fortunately was the time Ward heard him.

Ward went to Kotzebue in 1945 for The CAA. In 1947 he was married there and now has two sons and a daughter. As to assignments, he likes Kotzebue--an Eskimo village sixty miles north of the Arctic Circle on the Bering Sea. His report of the above incident in October was routine, and it was January before the details given here could be obtained.

LARGEST REGION (IN AREA) GETS 1,000TH EMPLOYEE

The Sixth Region is the largest in area of all FAA regions, yet has the least number of employees. The 1000th employee is now on the rolls --Richard Osenburg, a Construction and Office Engineer, who has taken a post on Wake Island supervising the construction of a 2,500 foot extension to the tiny island's important runway.

The region involves some fifteen million miles--well over two and a half times the size of the United States. Its area extends to four sections of the world, lying both north and south of the Equator, and both east and west of the International Date Line. Almost all of the airspace is over water and includes all of the Hawaiian Islands with facilities on Canton, Guam, and Wake.

Of the 1,000 employees in the Region, approximately 700 are in the Hawaiian Islands. The other 300 are scattered on Canton, Guam, and Wake.

EMPLOYEE CONTEST IN HIGH GEAR

The Incentive Awards Office reports that employee response to our "name the house organ" contest has been splendid. Hundreds of suggested titles have been submitted. Entries have been pouring in from far and wide--proving that the News-Memo is read around the world.

LAST MINUTE REMINDER--The deadline date for receipt of entries is February 18. Each FAA employee may submit one entry to: Incentive Awards Program Officer, FAA, Room 2708 Bldg. T-5, 16th and Constitution Avenue, N. W., Washington 25, D. C.

It is hoped that the March issue will sport the winning title along with a feature story on the winner(s).

NORFOLK ARTC LAUDED BY COAST GUARD

For its assistance in the search and rescue operations for a ditched Navy aircraft, the Norfolk ARTC was commended by the Commander, 5th Coast Guard District, Norfolk.

Text of his telegram to the Norfolk ARTC follows:

"NORFOLK SAR COORDINATOR APPRECIATES OUTSTANDING ASSISTANCE GIVEN IN ACTING AS GROUND RADIO LINK AND IN VECTORING THREE RESCUE AIRCRAFT DURING SEARCH AND RESCUE OPERATIONS ON DITCHED NAVY AD-5 AIRCRAFT BUNO 33916 IN CHESAPEAKE BAY ON TUESDAY EVENING 21 OCT. SUPERVISOR D. H. MCFARLAND AND RADAR OPERATOR A. E. SUTER PERFORMED OUTSTANDING SERVICE AND SHOWED EXCELLENT COOPERATION AS IMPORTANT MEMBERS OF OUR SEARCH AND RESCUE TEAM."

SICK LEAVE--AN INCOME PROTECTION PLAN

The legitimate use of sick leave is wise and encouraged. Sometimes it is difficult to convince employees that the conservative use of sick leave in the early years of employment pays cash dividends in the later years of employment when, due to age, we are more susceptible to extended illness.

In this day and age of varied insurance plans, you could purchase, at high premium cost, an income protection plan that would protect all or part of your pay for any accident or extended illness. Yet the gradual accumulation of hours each pay period in your sick leave account would buy similar income protection at no cost. Each employee is credited with four (4) hours per pay period. Four hours seems like a small amount, yet with careful use it accumulates surprisingly fast over the years. Many employees in the FAA are at or over the 1,000-hour mark.

Excluding charges for holidays and normal non-work days, your sick leave accumulation would pay for lost time due to injury or illness as follows:

80 hrs.	- 2 weeks
160 hrs.	- 4 weeks
320 hrs.	- 8 weeks
640 hrs.	-16 weeks
1,040 hrs.	-26 weeks

In terms of Dollars and Sense, hourly paid employees can convert the accumulation to a sick leave or injury savings account by multiplying their hourly rate

times total hourly accumulation. Classification Act or salaried employees can convert their accumulation to a dollar basis by multiplying their bi-weekly accumulation times their normal bi-weekly pay.

The present policy on unlimited accumulation of sick leave affords the opportunity for every employee to have a substantial income protection plan if and when needed.

It is an established medical fact that "relief from money worries" contributes to a speedy recovery from any extended illness or injury. Be wise and build up your sick leave account for that free income protection plan.

FRESH EGGS FOR FAA'ers IN ALASKA

Employees of remote FAA stations in Alaska are now eating "this month's eggs" instead of "this year's eggs"--thanks to the airplane and science. The Anchorage commissary called for bids for fiscal 1960 on 4,050 dozen eggs for resale to its personnel in the 36 stations along Alaska's 8,000 miles of airways. It takes fast transportation by air and an effective, scientific preserving process to produce a good FAA omelette at Bettles, up beyond the Arctic Circle. (Anchorage News--12/29)

ANF MAINTENANCE ENGINEERING BRANCH AIDS SNOWBOUND CITY

The City of Oswego, New York, snowed under by five feet of snow and in a state of emergency declared by its Mayor, received help in December from Airways Technical Field Offices in Buffalo and Rochester.

The two "Sno-Cats" loaned by the ATFO offices brought food, fuel and medical supplies to homes made inaccessible by snow drifts more than twenty feet high.

CODE OF ETHICS

On the back cover is a "Code of Ethics for Government Service." The 85th Congress in a concurrent Resolution of House and Senate established this "charter of conduct against which those in public service may measure their own actions and upon which they may be judged by those whom they serve."

The U. S. Civil Service Commission has requested that the Code of Ethics "be brought to the attention of all persons now in Government, in whatever capacity."

CODE OF ETHICS FOR GOVERNMENT SERVICE

Any Person In Government Service Should:

Put loyalty to the highest moral principles and to country above loyalty to persons, party, or Government department.

Uphold the Constitution, laws, and legal regulations of the United States and all governments therein and never be a party to their evasion.

Give a full day's labor for a full day's pay; giving to the performance of his duties his earnest effort and best thought.

Seek to find and employ more efficient and economical ways of getting tasks accomplished.

Never discriminate unfairly by the dispensing of special favors or privileges to anyone, whether for remuneration or not; and never accept, for himself or his family, favors or benefits under circumstances which might be construed by reasonable persons as influencing the performance of his governmental duties.

Make no private promises of any kind binding upon the duties of office, since a Government employee has no private word which can be binding on public duty.

Engage in no business with the Government, either directly or indirectly, which is inconsistent with the conscientious performance of his governmental duties.

Never use any information coming to him confidentially in the performance of governmental duties as a means for making private profit.

Expose corruption wherever discovered.

Uphold these principles, ever conscious that public office is a public trust.

(This Code of Ethics was agreed to by the House of Representatives and the Senate as House Concurrent Resolution 175 in the Second Session of the 85th Congress. The Code applies to all Government Employees and Office Holders.)