



OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

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April 1959

THREE WINNERS IN CONTEST



ED SHIVERS



DAN W. CRONIN



RALPH J. VROMAN

FLY-BY is the new name for FAA's official house organ--thanks to the ingenious three who submitted the winning title. The \$200 pot will be divided equally (give or take a penny or two) among: DAN W. CRONIN, Assistant Chief of Training, Washington National Airport; ED SHIVERS, Program Control Officer, ATC, Honolulu, Hawaii; and RALPH J. VROMAN, Operations Inspector, ATC, Analysis Branch, Los Angeles.

CONGRATULATIONS TO OUR THREE WINNERS! Additional story on page 11.

ATTENTION--FAA'ers-- NBC to Televis Air Spectacular on April 19

Americans will be treated to a spectacular television "first" on Sunday, April 19, when General Motors presents a special hour-long report direct from the World Congress of Flight at Las Vegas on man's conquest of air and space.

Sponsored as a public service by GM, the program will originate over the NBC TV network from 5 to 6 p.m. (EST).

The program is expected to open with the cameras on FAA's unusual "air traffic control" exhibit. Through the eyes of the cameras, viewers will take part in a dramatic "race with the sun."

A B-58 bomber will streak from Washington to Las Vegas carrying a video tape message to the Congress, and arriving the same (local) time it left the Nation's capital.

Viewers will also "ride" the co-pilot seat of the new DC-8 jetliner and by camera hitch a lift on one of the Army's famous teams of dancing helicopters.

Other attractions which will make up this exciting program are: a simulated ride on the orbital flying XP-15; discussions and displays of our arsenal of missiles; the aerobatic teams of the AF Thunderbirds and the Navy's Blue Angels; Jacques Istel and his international team of parachutists; and a thrilling firepower demonstration including rockets and the Sidewinder missile.

SPECIAL ISSUE

Anticipating that the employee contest might delay the March issue, the editorial staff went ahead with preparing materials for both the March and April issues. Prior to being sent to the printers, all materials were consolidated; hence, no March issue--instead, this twelve-page special issue for April.

THE LONG "A"--PLEASE

Correct pronunciation of the word "aviation", based on Webster's New International Dictionary, Second Edition, is achieved by using the "long A" as in PAY-DAY.

.... Region Two SCANNER

APPOINTMENTS TO FAA

GENERAL COOPER APPOINTED

Brigadier General Marcus F. Cooper has been appointed Assistant Administrator, FAA Office of Plans and Requirements.

In his new post, General Cooper will be responsible for advising the Administrator on matters of aviation policy, economics, mobilization plans and radio frequency management.

General Cooper joins FAA from the U. S. Air Force where he was Commanding Officer of the Air Force Test Center, Air Research and Development Command, Edwards Air Force Base, California.



BRIG. GEN. MARCUS F. COOPER

He received his Bachelor of Science degree from Georgia Tech in 1931. He enlisted as an aviation cadet the same year and was commissioned as a Second Lieutenant in 1932. In 1933 he returned to civilian life and was a co-pilot and then a pilot with United Air Lines.

General Cooper returned to the Air Force in 1938 as a Second Lieutenant and during World War II he served in England with the Eighth Air Force. After a series of progressively more

important military assignments he was named Assistant for Development Planning, Office of the Deputy Chief of Staff for Development. Prior to assignment at Edwards Air Force Base, he served as Chief of the Air Force Station, Joint Military Mission for Aid to Turkey.

He is a graduate of the Air War College at Maxwell Field and the Industrial College of the Armed Forces at Fort McNair, Washington, D. C. He is rated as a Command Pilot and holds the Distinguished Flying Cross.

MEISEL APPOINTED

J. Meisel, former Personnel Officer of CAA, has been appointed Chief of FAA's Personnel Division.

Born in Chicago in 1917, Mr. Meisel holds a BS degree from Memphis State College and an MS degree from Columbia University. Following graduation from Columbia University in 1940, he conducted personnel research for the Los Angeles City School System and worked as a personnel technician in the Civil Service Department of the City of Los Angeles during 1941. During these employments, he did graduate work in Public Administration at the University of Southern California.

In 1942 he joined the Federal Government and spent five years in personnel and administrative work with the Civil Service Commission, the War Production Board and successor agencies.

In 1947 he transferred to CAA as a position classifier. Subsequently serving as Chief, Classification Division and Deputy Personnel Officer, he was appointed Personnel Officer on July 5, 1953, the position he held until the creation of FAA.

Mr. Meisel is married and lives with his wife and two children in Arlington, Virginia.

APPOINTMENTS IN PERSONNEL APPROVED

The organization of the Personnel Division has been approved and the following appointments were made recently:

Jay Meisel, Chief, Personnel Division
Louis B. Gettman, Deputy Chief, Personnel Division
Virginia H. Johnston, Chief, Recruitment and Placement Branch
Herbert E. Dixon, Chief, Classification and Wage Branch
William R. Mirabella, Chief, Personnel Relations Branch
Lt. Col. Loyd R. McGilvray, Chief, Military Personnel Branch

Russell B. Kunz, Chief, Systems and Inspection Branch
Audrey M. Peterson, Chief, Processing Branch

The Personnel Office of the Bureau of Research and Development has been eliminated and the functions along with the employees have been transferred to the Office of Personnel and Training.

Mr. Homer C. Rose has been named Acting Chief of the Training Division.

PACKARD NAMED DEPUTY DIRECTOR, BUR. OF R & D

Captain Alden C. Packard, U. S. Navy, has been named Deputy Director, Bureau of Research and Development. He joins



CAPT. ALDEN C. PACKARD

the FAA from the U. S. Navy where he has been serving as Director of the Anti-Submarine Warfare Laboratory at the Naval Air Development Center, Johnsville, Pennsylvania, a post he has held since September, 1958. In other important Naval assignments he served as Director, Aeronautical Electronic and Electrical Laboratory at the Naval Air Development Center, Executive Director, Office of the Assistant Chief of the Bureau of Research and Development and Director of Tests at the U. S. Naval Air Missile Test Center, Point Mugu, California.

He formerly was a radio engineer with radio stations in California and was Supervisor of Maintenance for the Columbia Broadcasting System in Los Angeles.

Captain Packard was born in Los Angeles. He graduated from Pomona College with a Bachelor of Arts Degree. He took postgraduate work at the Harvard University Engineering School where he received his M. S. Degree in communications engineering in 1929.

Captain Packard holds a private pilot license.

FLY-BY

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BOYLE NAMED ASSOCIATE GENERAL COUNSEL

Robert P. (Pat) Boyle has been named the senior Associate General Counsel of FAA.

In his new position Mr. Boyle will be responsible for supervising the legal activity of the General Counsel's office pertaining to general law questions involving administration, international activities, inter-agency relationships, and FAA's procurement and airport programs.

Prior to his new assignment, Mr. Boyle served as General Counsel of the former CAA.

Mr. Boyle began his Government career with the Civil Aeronautics Authority as legislative counsel in 1938 and transferred to the CAA upon its creation in 1940. He became Assistant General Counsel of the CAA in 1946, Deputy General Counsel in 1950 and was named General Counsel in 1953, the position he held until his present appointment.

Mr. Boyle represented the CAA on the Legal Division of the Air Coordinating Committee from 1946 and was elected Chairman of the Committee in 1956, a position he still holds. He has also served as a U. S. Delegate to meetings of the Legal Committee of the International Civil Aviation Organization (ICAO) and to Diplomatic Conferences sponsored by ICAO.

Mr. Boyle attended grade and high school in Oklahoma City, Oklahoma, was graduated from Williams College, Williamstown, Mass., in 1935, and Harvard Law School in 1938.

He resides in Arlington, Virginia, with his wife and two daughters.

APPOINTMENTS IN FLIGHT STANDARDS

Administrator E. R. Quesada has announced the selection of six division heads in the Bureau of Flight Standards. All selections are being processed through the FAA Personnel Office. They are:

S. A. Kemp, Executive Officer, Bureau of Flight Standards

A. L. Coulter, Chief, Safety Regulations Division

Arthur E. Jenks, Chief, Flight Inspection Procedures Division

Omer Welling, Chief, Maintenance Division

Henry Weeks, Acting Chief, Engineering and Manufacturing Division

Roy Keeley, Chief, Operations Evaluation Division

MASDEN NAMED TO POST IN FLIGHT STANDARDS

Appointment of Ward B. Masden, as Chief, Operations Division of the Bureau of Flight Standards, has been announced.

Mr. Masden is currently serving as Deputy Regional Administrator for FAA's First Regional Office, a position which he has held since June 1958. Prior to that time, he was Chief of the Air Carrier Safety Division of the Office of Flight Operations and Airworthiness in Washington, D. C. Mr. Masden joined the former Civil Aeronautics Administration in 1941 as an Associate Air Carrier Inspector. Since then he has served in a variety of important positions associated with air carrier safety, covering both domestic and international operations.

A pilot since 1937, when he learned to fly at the U. S. Naval Flying School, Pensacola, Mr. Masden holds an Airline Transport Pilot Certificate and is qualified as a commercial helicopter pilot. He also has held pilot certificates in the South American Republics of Guatemala, Costa Rica and Bolivia.

Mr. Masden was born in Lenora, Kansas and attended Kansas State College.

BORSARI NAMED CHIEF OF AIRPORTS DIVISION

George R. Borsari has been named Chief of the Airports Division of the Bureau of Facilities. A 16 year veteran with the former CAA, Borsari was previously Director of the Office of Airports in that agency, a position he held since April 1958.

He was associated with the Office of Airports in the former CAA since 1942, serving in a variety of positions. He held legal and administrative posts in the Defense Landing Area Program administered by the CAA. In 1945 he was loaned to the War Assets Administration and set up the airports disposal program for that Agency. Later he handled CAA's part in the airport disposal program. He was named Deputy Chief of the Airport Operations Division in the Office of Airports in 1946 and held that position until he was named Director of the Office.

Mr. Borsari has been a pilot since 1942 and holds a private pilot license. He was born in Middleboro, Massachusetts. He is a graduate of American University in 1934 and received his law degree from National Law School in 1940. He resides with his wife and five children in Washington, D. C.

FAA ADVISORY GROUP HAS FIRST MEETING

First meeting of the five-man committee named to advise the Federal Aviation Agency on the role of general aviation in the nation was held Friday, March 13 at the new FAA headquarters in Washington. Administrator Quesada opened the meeting and welcomed the group.

Named to the General Aviation Advisory Committee are:

Dr. Leslie Bryan, Director, Institute of Aviation, University of Illinois

Leighton Collins, Editor, Air Facts magazine

J. Turner Moore, former Vice President, Electric Auto-Lite Co.

William Berry, Manager, Municipal Airport, Stuttgart, Arkansas

Joseph B. Burns, legal counsel for the Fuller Brush Company and president of the National Business Aircraft Association.

Selection of the members was made so as to gain the benefit of the broad experience of those who know the value and role of general aviation in our national life. The General Aviation Advisory Committee will not deal with technical or engineering problems but will advise the FAA on basic policies and programs of the Agency with reference to their impact on general aviation and the entire aviation community.

Main items on the agenda were discussions of the Federal Aviation Agency organization, its plans, budget and regulations as they affect general aviation.

FAA Sponsors A "Fly-In"

All pilots and aircraft owners who comprise the Nation's general aviation community are invited to participate in a "fly-in" to the National Aviation Facilities Experimental Center, Atlantic City, N. J., on the week-end of May 9, it was announced on March 6 by Mr. Quesada.

A "fly-in" is defined as a gathering of general aviation aircraft and pilots at an airport for a meeting. The FAA general aviation "fly-in" is the first event of its kind sponsored by the Agency.

Mr. Quesada said the "fly-in" is intended to provide general aviation participants with an opportunity to learn, on a firsthand basis, of plans and programs for modernization of the Nation's aviation facilities to meet the needs for safe and efficient navigation and traffic control of all civil and military aviation.

Jurden Receives Kiwanis Award

Leonard W. Jurden, Region Three Administrator for the Federal Aviation Agency, has been awarded the third annual Kansas City area Kiwanis International Federal Civil Servant of the Year Award.

Presentation of this award, the highest honor to the Federal employee in the Kansas City area, who in the past year has contributed most to the prestige of all Federal employees through exemplary work performance and outstanding community service, was made at the annual Kiwanis Council of Greater Kansas City banquet.

Presenting the award plaque to Mr. Jurden, Al Higgins, Past Lt. Governor Division 4, Missouri-Arkansas District Kiwanis International, called attention to the high standards and practices of public officers and the credit thus brought to the community of Kansas City.

Three other Kansas City FAA employees were among six Federal employees receiving certificate awards for outstanding service. Those FAA members receiving certificates were William E. Godfrey, Chief, Plant Engineering Branch, Air Navigation Facilities; Alan H. Glass, Chief, Program Engineering Branch, Air Navigation Facilities; and Alva L. Frashier, Deputy Chief, Maintenance Engineering Branch, Air Navigation Facilities.



KIWANIS AWARD WINNERS--ALL FOUR--Shown with Region 3 Administrator Leonard Jurden (second from left) who received the Annual Kiwanis Federal Civil Servant of the Year Award, are FAA's Alan H. Glass, KC-620 (left); Alva L. Frashier, KC-671; and William E. Godfrey, KC-660, each of whom received certificates for outstanding service.

NEW DATE FOR INSTRUCTOR RATINGS

Pilots who still hold the "old style" flight instructor ratings now have until April 1 to convert such ratings to flight instructor certificates, without further showing of competence.

The Civil Aeronautics Board on December 30, 1958 extended the original cut off date for this conversion from July 1, 1958 to April 1, 1959.

The exchange of flight instructor ratings for flight instructor certificates was among the provisions in the Part

20 of the Civil Air Regulations, adopted August 23, 1956.

Holders of flight instructor "ratings" were afforded the opportunity to exchange them for the flight instructor certificates, before July 1, 1958, without further showing of competence. Postponement of the deadline to next April 1 provides those who did not convert their rating the opportunity to do so. After April 1, holders of flight instructor ratings may exchange them for a flight instructor certificate only upon demonstrating continued competence to give flight instruction.

NEW GUIDE FOR FLIGHT INSTRUCTOR EXAM

Ease of understanding and simplicity of presentation is the basic keynote of the new Airplane Flight Instructor Examination Guide recently placed on sale by FAA.

The new guide, designed to give thorough guidance in preparation for the written examination for an airplane flight instructor rating, was developed by the Examinations Branch of the CAA prior to its absorption by FAA.

The guide explains in detail the basic requirements for a flight instructor certificate, outlines the nature of the examination and recommends a list of study materials.

A feature of the guide is the list of twenty sample questions designed to familiarize the applicant with the testing techniques employed in the written examination. The first ten questions are representative of those dealing with the fundamentals of instructing and the remaining ten deal with the analysis and performance of flight training maneuvers.

Some of the newly added areas covered in the guide are weight and balance limitations, radio-telephone procedure and technique, fundamentals of aerodynamics, determination of attitude as indicated by the appropriate instruments, and altimetry.

The pocket-sized booklet may be purchased for 15 cents from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

SHARING THE RESPONSIBILITY-- The Other Side of the Coin

Commander Robert E. Pine, U. S. Navy, Head, Airspace Section, Office of the Chief of Naval Operations, wrote an article entitled "Flying Around in a Crowd" which was published in the December 1958 issue of Naval Aviation News.

We found this quote of his particularly quotable:

"The FAA is to be staffed by active duty military personnel as well as civilians... The Navy must constantly keep the lines of communications open to its personnel in the FAA. We will be saying 'We in the FAA do thus and so,' rather than 'those misguided FAA people did thus and so'..."

SOCIETY SALUTES FAA— And Invites New Members

William A. Breniman, National President of the Society of Airway Pioneers, speaking in behalf of the more than 800 "pioneering" members of the organization, extends the Society's best wishes to FAA. "FAA is in good hands," the Society believes.

Pioneering is a relative matter. Whereas the employees of yesteryear pioneered with a fledgling aviation industry, FAA today is pioneering in this new jet age.

The Society was established less than a year ago, dedicated to the preservation of the early history of the Federal Airways of the United States—and the recognition of the many "veterans" who helped to "establish the standards." Regular membership is open to those who served in Federal Airways positions or those whose line or staff duties had direct administration or connection with the Airways System prior to January 1, 1940. Associate members are accepted from those who worked in similar capacities between January 1, 1940 and January 1, 1945.

A non-profit organization, the Society lists three former Regional Administrators, as well as many well known veterans of aviation, on its Directorate. Wing Directors include Carl Kusrow in Washington, George D. Barr, Grant Jacobsen, Fred Sommer, Frank DeAndrea and Frank Unruh. Others are being added to round out its structure to plan group activities and meetings. One of the activities especially liked by members is the "Service Clubs" which bind together individuals with common interests such as the "Rockhounds" . . . the "Boaters" . . . and the "Ham Radio" enthusiasts.

The first issue of the Society's journal, AIRWAY PIONEER, is being read with much interest and enthusiasm. The publication eventually will be issued quarterly, and the next issue—expected in September—will contain a complete roster of members.

FAA employees who are eligible for membership and who desire further information should write to the Society at P. O. Box 3188, Santa Barbara, California. A self-addressed stamped return envelope should accompany such requests.

Midway Airport Traffic Controllers Are Honored

On January 28, twenty-one Federal Aviation Agency Airport Traffic Controllers at Chicago's Midway Airport received cash awards totaling \$3,400.00 and letters of commendation for Sustained Superior Performance in recognition of outstanding work in their duties of controlling air traffic at the busiest airport in the world.

According to John F. Keleher, Chief of Midway's Control Tower, these FAA Airport Traffic Controllers are receiving this recognition as a result of outstanding work at Midway under extreme pressure due to the large volume of traffic. During the year 1958 the Midway Tower handled 419,473 operations in and out of the airport, which on

a 24 hour average basis would equal 48 take-offs or landings every hour of every day of the year. The airport also for the same period handled 219,529 instrument operations, to make it the busiest airport in the world.

Henry L. Newman, FAA Assistant Regional Administrator and George Kriske, FAA Chief of Air Traffic Control Division, presented the awards.

Award recipients were: Earl F. Buss, Daniel R. Comerford, Harold A. Dingfield, Fabio F. Dioguardi, Jr., Wilbur G. Ericson, Udell W. Gay, James L. Harold, Robert R. Harris, Eugene S. James, Donald R. Kemerling, Russel C. Lawson, Stanley V. Pasternak, Wayne E. Peterson, Thomas E. Rauner, Alfred C. Rounds, Walter W. Rusch, Edward A. Ueek, Raymond J. Van Vuren, Ross Worthy, William G. Yocius and Aaron C. Grief.



Twenty-one airport traffic controllers at Chicago's Midway Airport are shown at awards presentation in Chicago. Henry L. Newman, Assistant Regional Administrator, Third Region, (second from left, standing) and George Kriske, Chief of Air Traffic Control Division, (right, standing) presented the awards. On the left, standing, is John Keleher, Chief of the Midway Tower—the world's busiest.

FAA Revises Jet Climb Corridors

Climb corridors to assist jet fighters flying an air defense scramble are being revised by FAA to handle five types of jet interceptors. FAA announced plans on February 6 to add some 30 additional corridors to the 10 now in use.

Jet climb corridors will now be suited to the F-101, F-104, F-106, F-4D as well as the F-102 jet fighter for which the corridors were established last year. The corridors, which are also restricted areas, are designated by the FAA Administrator so that high speed fighters can get aloft safely and quickly.

All of the 10 corridors now in use

at bases around the United States are open to joint military-civilian use. As others are added they will be listed in the Airman's Guide and marked on navigation maps.

The wedge-shaped corridors are approximately two miles wide at the entrance which begins five miles from the airfield and at an altitude of 3,000 feet. Top end of the corridor is four and one-half miles wide, 32 miles from the airfield at an altitude of 32,000 feet.

Their shape is designed to permit traffic to fly above or below in accordance with altitudes shown on air maps. Permission to fly through them must be obtained from the approach control facility which controls operations within the corridor.



THE ROLE OF MILITARY PERSONNEL IN FAA

On June 16, 1958, Mr. Quesada appeared before the Senate Committee on Interstate and Foreign Commerce, Subcommittee on Aviation. This Committee was conducting hearings on S. 3880 which was, with amendments, to become the Federal Aviation Act of 1958.

Representing the views of the Administration in his dual role as Special Assistant on Aviation Matters to the President and Chairman of the Airways Modernization Board, Mr. Quesada--referring to the need for military participation in FAA--stated:

"The Federal Aviation Agency will be administering important functions and activities which have heretofore been administered separately by civil agencies and by the military services. It is essential, therefore, that this legislation contain clear and unmistakable provisions for participation by military personnel as well as civilians in positions of authority and responsibility.

"The management of air traffic cannot be divided nicely into military traffic problems and civilian traffic problems. Neither the civil nor the military can manage its own affairs safely and efficiently in this respect without regard to the other. In recognition of the strong need for a single aviation agency, into which are consolidated all the essential management functions necessary to support the common needs of civil and military aviation of the United States, military and civilian personnel must be assigned by the Administrator to appropriate positions of responsibility in the Agency. Use of military personnel in positions which are merely advisory is not enough. The Agency will need military participation--not representation. In no other effective way can the Nation be certain that aviation problems, unique as well as common to the civil and military interests, are considered and promptly resolved. With this provision, the Agency will provide the unity essential to the national interests."

CIVILIAN-CONTROLLED

In his testimony, Mr. Quesada stated that under the terms of the proposed legislation, the Federal Aviation Agency would be civilian-controlled. He said, "There is no question but what the operating personnel would be predominantly--when I say predominantly in this case, I mean an overwhelming predominance--civilian."

Other expert witnesses, both civilian

and military, expressed the same convictions throughout the House and Senate hearings. On August 23, 1958, the Federal Aviation Act became law.

PROVISIONS OF THE ACT

The Act specifies that military personnel shall participate in FAA functions relating to regulation and protection of air traffic, including provision of air navigation facilities, and research and development with respect thereto, and the allocation of airspace. The Act further stipulates that members of the Army, the Navy, the Air Force, the Marine Corps, or the Coast Guard may be detailed to FAA by the appropriate Secretary, pursuant to cooperative agreements with the Administrator. No person so detailed or appointed shall be subject to direction or control by the military department from which detailed.

Very little else in the area of military participation is spelled out in the Act, except that six months after the effective date of the Act, the Administrator shall report in writing to the appropriate committees of the Congress on agreements entered into with the military departments, together with his evaluation of the effectiveness of such agreements and assignments of personnel thereunder in accomplishing the purposes of these provisions of the Act.

FIRST REPORT SUBMITTED

The first semi-annual report on participation of military personnel was sent on February 20, 1959 to the Senate and House Committees on Interstate and Foreign Commerce and the Committees on the Armed Services.

The report, covering the period from August 23, 1958 (date of the Act) to February 20, 1959, contains the joint agreement between FAA and the military departments concerning the detail of military personnel for duty with FAA.

JOINT AGREEMENT

The agreement provides for (1) the determination of positions to be filled with military personnel by mutual agreement of FAA and the Department of Defense, (2) the nomination by the Military Departments concerned of persons for these positions in FAA, (3) the selection or nonselection of nominees by FAA, (4) the detail of military personnel for normal tours of duty of three years, with requests for one-year extensions per-

mitted, (5) the recalling of detailed personnel either by the Secretary of Defense or the Administrator of FAA, (6) the continued application of the Uniform Code of Military Justice to detailed military personnel, as well as Military Department policies and directives concerning military discipline, leave, and flying requirements (where applicable), (7) the direction and control of detailed personnel solely by FAA, (8) the preparation of an effectiveness report by FAA for each detailed person, (9) provision for reimbursing the Military Departments for pay and allowances of detailed personnel, and (10) the conclusion of any needed supplemental agreements between FAA and individual Military Departments.

A STATUS REPORT

Under "Assignment of Military Personnel to FAA," the report reads:

"Thirty-eight military officers on detail to the Airways Modernization Board came to FAA with the transfer of the Board's entire staff on November 1, 1958. Military details to the other functional areas of the Agency began on January 5, 1959. By mid-February, out of a total Agency personnel of 30,202, there were 79 military officers on duty with the Agency. Appendixes C and D (reproduced on opposite page) are tabulations of FAA positions presently planned to be filled by military personnel, and those actually filled. Appendix C shows such positions by rank and source of military service, and Appendix D shows them by FAA bureaus or offices and by source of military service. It should be understood that the total of 138 military positions presently planned may be modestly augmented as the FAA program unfolds, particularly in the research and development area."

Under "Evaluation of Effectiveness" of military participation in FAA, Mr. Quesada said in the report to Congress, "The cooperation of the military departments in nominating and supplying highly qualified military officers has been outstanding. Except in the Bureau of Research and Development, none of the detailed military personnel have been on duty with FAA sufficiently long to permit an evaluation of the effectiveness of their performance. In the Bureau of Research and Development and its predecessor, the Airways Modernization Board, the effectiveness of these officers in their assignments has been uniformly successful..."

APPENDIX C

POSITIONS PRESENTLY PLANNED TO BE FILLED BY MILITARY PERSONNEL FROM EACH MILITARY SERVICE BY RANK; AND POSITIONS ACTUALLY FILLED AS OF 2-15-59

RANK	TOTAL		AIR FORCE		NAVY*		ARMY	
	Planned	Filled	Planned	Filled	Planned	Filled	Planned	Filled
Brigadier Generals	3	1	2	1	-	-	1	-
Colonels - Captains	26	13	14	8	6	1	6	4
Lt. Cols. - Commanders	61	33	30	21	24	10	7	2
Majors-Lt. Commanders	36	24	20	14	10	7	6	3
Captains - Lieutenants	8	7	-	3	1	1	4	3
Lts. - Lts. (J.G.)	-	-	-	-	-	-	-	-
2nd Lt. - Ensign	1	1	-	-	1	1	-	-
Indefinite	3	-	-	-	2	-	1	-
TOTALS	138	79	69	47	44	20	25	12
*Includes U. S. Marine Corps								

APPENDIX D

TOTAL MILITARY POSITIONS PRESENTLY PLANNED FOR EACH BUREAU AND OFFICE, AND POSITIONS ACTUALLY FILLED AS OF FEBRUARY 15, 1959

BUREAU OR OFFICE	TOTAL		AIR FORCE		NAVY*		ARMY	
	Planned	Filled	Planned	Filled	Planned	Filled	Planned	Filled
General Counsel	2	-	1	-	1	-	-	-
Civil Air Surgeon	2	-	-	-	1	-	1	-
Int. Coordination	6	3	3	3	2	-	1	-
Management Services	3	1	1	-	1	-	1	1
Plans & Requirements	18	6	10	4	5	1	3	1
Personnel & Training	7	3	2	1	2	1	3	1
Research & Development	54	45	27	25	18	14	9	6
Flight Standards	10	4	4	2	4	1	2	1
Facilities	5	4	3	3	-	-	2	1
Air Traffic Mgmt.	29	13	18	9	8	3	3	1
Indefinite	2	-	-	-	2	-	-	-
TOTALS	138	79	69	47	44	20	25	12
*Includes U. S. Marine Corps								

APPENDICES C AND D FROM THE "FIRST SEMI-ANNUAL REPORT ON PARTICIPATION OF MILITARY PERSONNEL IN THE FEDERAL AVIATION AGENCY UNDER THE FEDERAL AVIATION ACT OF 1958"

FAA VIEWS ON H. R. 1011— Bill to Amend Airport Act

On February 9, 1959, Mr. Quesada appeared before the House Interstate and Foreign Commerce Committee to present FAA's views on H. R. 1011, the Harris bill to amend the Federal Airport Act. The bill, as proposed, essentially calls for a four-year extension of the Federal aid for airports program at a level of \$100 million per year. By adding another \$37 million for FY 1959, it would bring the total cost to \$437 million during the 4-year period.

Mr. Quesada began his testimony with a reminder that Congress had moved with noteworthy speed and singlemindedness in enacting the Federal Aviation Act of 1958 which was "to streamline and modernize major aspects of a law (Civil Aeronautics Act of 1938) which has stood for twenty years as a milestone in aviation progress."

Drawing a parallel, he said, "I want to commend to your careful consideration the thought that the 12-year old Federal Airport Act is likewise out of date. It too needs streamlining and modernizing--to meet the radically changed conditions currently facing us in this vital field of aviation activity."

"Speaking very frankly," he continued, "H. R. 1011, in its present form, strikes me as a measure which merely places a much higher dollar figure on an outmoded approach. I sincerely believe that it will cost the taxpayer a lot more than he ought to pay and give him a lot less than he should have for what is spent."

Mr. Quesada stated that a study of the needs for airport improvements to insure an adequate national system indicates a peak need in 1960, with a tapering off thereafter through FY 1963.

"We do not feel," he said, "any forecast can reasonably be made beyond FY 1963. This program assures that Federal participation will continue at a high enough level for the period necessary to afford ample opportunity to the States and local communities to assume their proper responsibility, and do so without disruption of needed airport development. At the same time, it reflects our conviction that the time has come to begin an orderly tapering off of the airport grant program."

"On the basis of the foregoing," he continued, "and for other reasons of a more specific nature which I shall get to a little later, the Federal Aviation Agency strongly opposes H. R. 1011 in its present form. Instead, we support what we consider to be the more posi-

tive, effective and reasonable program called for in the Administration bill, H. R. 3267. ... The Administration bill offers changes in the present law modernizing and streamlining it, and provides a program at considerably lower cost to the taxpayer. In essence, it will provide for a \$200 million outlay of Federal funds over a 4-year extension period. It is carefully tailored to meet urgent peak demands foreseen in the earlier portion of the 4-year period and to taper off thereafter, calling for \$65 million in FY 1960, \$55 million in FY 1961, \$45 million in FY 1962, and \$35 million in FY 1963."

Pointing out that the \$200 million outlay of Federal funds as provided in the Administration's bill, H. R. 3267, would be adequate and less than half that provided by H. R. 1011, Mr. Quesada said, "For one thing, in the 1958 National Airport Plan, we listed 2,700 airports--and of these 2,700 airports only 591 asked for Federal aid. The rest either could not produce matching funds, or were able to work without Federal help, or were uninterested. On the basis of our actual experience, we can expect that, out of 3,000 airports surveyed for the 1959 plan, only about 600 will apply for Federal aid."

Some of the other reasons Mr. Quesada gave for opposing H. R. 1011 are, briefly:

1. Federal funds should not be used on costly terminal buildings which are revenue-producers, and which are properly the responsibility of local and State authorities. Federal funds should be concentrated on true safety needs.
2. In the current year, over \$12 million is locked up in apportioned funds to 18 States that don't need or can't use it. Of these 18 States, one has an apportionment of \$2½ million. Four others exceed a million dollars each.
3. In the past 4 years, 14 States have never made full use of the funds allocated to them under the 75/25 formula. As the law now stands, and as proposed in H. R. 1011, 75% of Federal airport funds are apportioned to the States on an area population formula. The other 25% can be applied by FAA to meet pressing needs of airport construction anywhere in the U. S. and its Territories. The Administration bill, H. R. 3267 would change the

ratio to 50/50--giving FAA more money and more discretion in using it for actual productive use.

H. R. 3267 also proposes that all unused State money that has aged for 2 years be turned over to FAA to be allocated through the discretionary fund.

4. H. R. 1011 proposes to amend the definition of the term "airport development" to include "the periodic seal-coating of flexible airport pavements and the filling of joints in rigid airport pavements" at airports at which air traffic is not sufficient to warrant an FAA control tower.

FAA opposes this amendment since it would extend Federal aid to maintenance-type work which is the responsibility of airport owners and operators.

In speaking for the Administration bill as being better conceived than H. R. 1011, Mr. Quesada closed by saying: "The program we propose would do this (effect savings where they can be made) in a way which we feel insures that the true safety needs for airport development are met in a timely and efficient manner."

PILOTS MANUAL PUBLISHED BY FAA

A new one hundred thirty-six page edition of the Flight Information Manual, the "pilot's encyclopedia", has been placed on sale by FAA.

Vitaly important to all pilots, the new issue, Volume 12, is completely rewritten. The new manual contains a completely revised section on air traffic control procedures; a numerical index and description of all Restricted Areas; U. S. aircraft emergency procedures; cruising altitude data; description of all Flight Test Areas--name, location, altitudes, when used, duration, and user; and an alphabetical listing and description of all High Density Air Traffic Zones and Airports, along with flight rules to be followed while in these areas.

The Manual, a once-a-year publication, is considered as a standard tool-of-the-trade for all pilots.

The Manual may be purchased for 60 cents from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

FAA FLIGHT INSPECTION-- WHAT IT IS AND WHAT IT DOES

FAA maintains a continuing Flight Inspection Program. To the uninitiated, this could pose many questions: what is being inspected? Is it inspected on the ground or in the air? Why is it inspected? etc.

The answers are simple to those familiar with them. FAA maintains many ground-based navigational electronic devices which are located all over the country. These devices transmit signals to aircraft flying in the vicinity. The pilots, by reading these signals on their instruments, can determine where they are at any time.

These navigational aids must be checked periodically for accuracy, for like all mechanical devices, they sometimes "act up." In addition to ground maintenance and check-ups, actual in-flight inspections must be made. FAA has specially-equipped aircraft to do this job.

Flight Inspections are performed at three different altitude levels: sea level to 10,000 feet (the basic level); 10,000 feet to 20,000 feet (intermediate level); and 20,000 to 50,000 feet (Jet level).



This control panel is the heart of the equipment used in FAA aircraft to check the accuracy of air navigation facilities at the intermediate altitudes ranging up to 20,000 feet.

The basic altitude operation encompasses the in-flight inspection of all newly-installed navigational aids, the periodic checking of approach aids, and adjustment checks of errors discovered at higher altitudes. DC-3's and Beechcraft are used for inspections at this lower level.

The intermediate altitude operation encompasses all periodic in-flight checking of all navigational aids other

than airport approach aids. Five 440 Convairs have been procured for this operation. These aircraft fly grid lines (or tracks) across the United States, east and west, north and south, at the 10,000 to 20,000 foot levels, receiving signals from navigational devices within approximately 100 miles on each side of the flight path. Thus, each aircraft can in effect check an area of 200 miles along its course, receiving approximately a 90-degree segment of the signal emitted by a VOR, VORTAC, or Tacan station on a westward flight and another 90-degrees when it flies the adjacent grid line eastward. With another Convair flying a grid line northward and returning along the adjacent line southward, the entire signal area of the device is checked on the two flights.

The Jet altitude operation encompasses measurement of air navigation facility performance at levels above 20,000 feet. The size and location of holding fixes and patterns, frequency interference, airway route structure, radar performance, intersection areas, etc., are investigated. Two RB-57 jet aircraft are being used for this operation at the present time.



RB-57

Through the use of multi-channel recorders, automatic counters and computers, it is possible to accurately flight-check several navigation facilities simultaneously, requiring less flight time than formerly. The use of this new equipment provides the capability to perform continuous facility flight-checking unrestricted by marginal weather, darkness, short range or other deterrents to effective utilization of aircraft and flight personnel.

The estimated workload for Fiscal Year 59 is 46,000 flight hours and 65,000 flight hours for Fiscal Year 60. The net result in terms of safe air travel--dependable ground-based navigational devices that tell pilots where they are at all times--regardless of storms, darkness, or unfamiliar terrain.

CONSTELLATIONS JOIN INSPECTION FLEET

Two completely modified Constellations (Model L-749A) have recently been added to the flight inspection fleet of aircraft operated by FAA. To be based at Region VI headquarters in Honolulu, the aircraft will contribute greatly to FAA's mission in the Pacific.



Walter P. Plett (left), Region 4 Administrator, accepts the keys to the first of the 2 Connie's from Marshall Beeman, Executive Advisor to V. P. Sales, Lockheed Aircraft Services, Ontario, California.

The airplanes have one major task--that of flight checking navigational aids over the entire system of air carrier routes in the Pacific. The aircraft will be used primarily to flight check all the different types of navigational aids in the island chain and the Far East. Flight checking of Instrument Landing Systems, TACAN, Radar, VOR's, UHF and VHF Direction Finding Equipment, Low Frequency ADF and other facilities is of vital importance to the safe and efficient operation of all civil and military aircraft operating in the Pacific.

With its long range the aircraft can also be used to transport heavy electronic gear to FAA facilities in the far-flung island chain. Part of the cargo cabin can be converted quickly into a passenger section that will facilitate the movement of personnel if the need arises.

The acquisition of the "Connies" by FAA represents another good example of cooperation between government agencies since the aircraft were originally owned by the United States Navy. They were a part of the early long range radar warning system that guarded our west coast. When new aircraft became available for this operation, the Navy released the "Connies" to FAA. With the removal of the radar equipment and the addition of flight inspection test units, the aircraft are now ready for service in a more peaceful mission.

No Greasy Spoon--This!

Talk about a metamorphosis! Many FAA employees will remember the old "beanerie" at the Aeronautical Center, where somewhat heavy, albeit nourishing meals were served. They will also remember that its location in the middle of a dust or mud-hole, depending on the season of the year, as well as the frame construction of the building housing the old cafeteria, did not add to the attraction of "Steves", as it was popularly known. Many were the students and employees who went to great length to secure their noon-day sustenance elsewhere.

Those who have not been to the Aeronautical Center are in for a pleasant surprise. The new cafeteria for employees and students is one of the most modern, well-equipped industrial cafeterias in the nation. Operated by Wade and Wade, concessionaires, the cafeteria serves from 1200 to 1500 meals a day and provides snack-bar service during all working hours. A station wagon is used to transport hot coffee and sandwiches to the hangars and other outlying buildings, and classroom and laboratory buildings are provided vending machines containing sandwiches, fresh fruit and pastries.

A staff of 40 employees under the direction of Miss Bonnie Hartley, provides excellent service in a cheerful manner.

Prepared in equipment that would be the envy of the proprietor of any swank eatery, the food is generally considered to be of very high quality and flavor. Prices are somewhat below those of commercial cafeterias in Oklahoma City serving menus which are comparable in quality and in size of portions. A typical menu provides six entrees, including: roast beef, chicken, hamburger casserole, tenderloin of trout, baked ham and shrimp creole. Four vegetables, twenty-five salads and eighteen desserts are listed. All pastries are prepared in Miss Hartley's kitchen and can truly be called "terrific!".

Many students at the Center eat breakfast regularly in the cafeteria, and a surprisingly large number of employees have breakfast there, because of the reasonable prices and excellent food.

Although a "captive" group which eats regularly at the same place is inclined to take good food for granted, there are so many visitors to the Center who comment enthusiastically about the food and the surroundings, that employees are constantly reminded that the Center's cafeteria is indeed a "good place to eat".



360 persons at a time can be served in the dining area where hi-fi music plays softly throughout the day.



The spotless kitchen is provided with the latest in cooking equipment, and is operated by capable personnel.

YOU NAMED IT

FAACTS CONTRAILS SAFESPACE JETSTREAM SAFE-AIR SWOOSH FAALCON
 HOWGOZIT AIR-AGE JET-JABBER A LA VIA VERTIGO TAKE-OFF
 FAA-BULLS FEDERAL ASTRO ANNUNCIATOR CONTACT MACHINGBIRD WING-DING FLI-GEST FALL-OUT
 AVI-NEWS INTERCOM AERO-FARE TICK-TOCK

The "Name the House Organ" contest closed on February 18 with 2655 title suggestions submitted by employees. FLY-BY won! As most of you undoubtedly know, a fly-by is an aerial demonstration consisting of one or more aircraft flying by a reviewing stand and/or an audience--a "passing parade" in the air. The term is popularly used, and even though Mr. Webster has not yet sanctioned it--we do.

Congratulations to the three winners (story on page 1). The problematical task of splitting \$200 three ways equally now rests with the Washington Incentive Awards Program Officer.

A special salute (cash-less, however) goes to William F. Anderson, Aircraft Structural Loads Engineer, Aircraft Engineering Division, Washington Office. His entry--FLY BY-LINE--got close to the kitty, but was a bit too wordy to qualify him for a quarter share.

The contest was first announced in the January issue of the News-Memo which was air-mailed from Washington on January 13th. On the 16th, entries had already arrived from as far away as California! The gratifying response proves that the News-Memo (now and hereafter known as FLY-BY) is anxiously awaited each month and read far and wide. Entries poured in from everywhere across the United States, Alaska, Hawaii, Wake, England, and Turkey.

Some of the entries were somber and scholarly; some were cleverly apt; and some were rib-tickers. All were enthusiastically submitted, reviewed, and judged.

The contest had a dual objective--to provide a good name for the official house organ and to stimulate employee interest in the publication. Around 500 title suggestions were anticipated when the contest was in the planning stages. With 2,655 actually received, the contest was a real success.

The Administrator and the staffs of the Incentive Awards Program Office and the Personnel Office wish to thank each employee who participated, as well as those who assisted in promoting the contest.

The winning entry was selected in this manner. The 2,655 entries were tackled by a committee comprised of: Pete Staver, Acting Chief of Public Affairs; J. Meisel, Chief, Personnel Division; William R. Mirabella, Chief, Personnel Relations Branch; James L. Harris, Incentive Awards Program Officer; and James C. Spry, Editor of the house organ.

The committee, with a great deal of reviewing and re-reviewing, narrowed the field down to three title suggestions. The remaining three were submitted, without employee identification, to the Administrator's Office where the final selection was made.

With FLY-BY selected, the Incentive Awards staff checked and double-checked the files to see how many employees had submitted the winning title. Three winners (and a near-miss) were found.

All the judges agreed that narrowing the field and selecting a winner was a tough job, considering the appropriateness of so many of the suggested titles.

Three names alone accounted for hundreds of entries. In terms of frequency, JETSTREAM was way out in front; CONTRAILS second; and FAACTS third.

Here are a few examples of what the judges considered as being among the better names: AirFAacts, FAAlcon, Avi-News, Skywriter, Sky-Lines, Sky-gest (also Skigest), Fligest, Monitair, Hi-Lines, and Saf-Air (also Safe-Air and Safe-Aire).

Employees really had a field day in coming up with "revised" meanings for the FAA initials--Federal Astro Annunciator, For Air-minded Americans, Facts About Aviation, Federal Airways Afterburner, Futuramic Air Age, Federal Aviation Auricle, Fore and Aft, Facts and Answers, and Facts of Aeronautical Achievements--to name a few.

These two really jogged the judges--Jetstream Jettison (High-level scuttlebutt) and FAA Libido!

Some employees, probably without realizing it, entered names that were printed as sample thought-starters in the January News-Memo--Airscoop, Airfax, Hi-flyer, and Wing Tips.

Although titles only were requested in the contest, many employees volunteered their artistic endeavors, which incidentally were not allowed to influence the judges. However, the art work was turned over to the artists who designed the new mast head. They appreciated the ideas.

All in all, it was good fun. Sorry everyone couldn't win.

DOG LEG SKY-WORDS TRANSPONDER TURBO-TATTLER AFTERBURNER PAINTED FAACETS
 SPACELETTY FAAVIATION FAMULUS AEGIS ALERT STARDUST JET JAZZ
 WIND WORD SONIC SENTINEL MACH-BUSTER MOON ROCKET EXPRESS FLY-PAPER THE SOUND BEARER
 POINTER FAA ZOOM BOOM ORBIT

FAA'er Named Hawaii's Employee of the Year



CULVER H. RAUSCH

Culver H. Rausch, Special Assistant to the Regional Administrator, Region 6, was named Hawaii's "Federal Employee of the Year" on January 28. Mr. Rausch was selected from a field of 40 contenders, including seven women, nominated from the 25,000 Federal employees in Hawaii.

Rausch's nomination citation commended him for his tireless efforts in promoting aviation education in Hawaii, "not for monetary compensation, but because of his own tremendous enthusiasm for the advancement of aviation." He first joined the CAA in 1949 as a link trainer expert. He was then appointed aviation educator and in that position was credited with aiding the establishment of aviation science courses at public schools, and the formation of the Civil Air Patrol in Hawaii.

In 1954, he was awarded the Department of Commerce's meritorious service award for "outstanding service in the promotion of aviation education and development" in the Territory.

NEW PROCEDURES FOR REPORTING NEAR-MISSES

Positive steps to centralize information on near-miss incidents and to speed the reporting of such incidents were announced on March 9 by the FAA.

Under new procedures sent to all FAA air traffic management field facilities, reports of near misses will be immediately telephoned to a newly established "clearing house" facility located at the Washington, D. C. Air Route Traffic Control Center. This facility, to be known as the Central Reporting Office, will be operated around the clock, seven days a week.

The Central Reporting Office will be manned by a staff of five highly trained specialists capable of analyzing the basic information relayed from FAA traffic control facilities around the country to which near miss incidents are initially reported. Reports of near misses may be made to any one of the 207 FAA operated domestic airport traffic control towers, 33 air route traffic control centers or the 338 air traffic communication stations.

The incoming reports will be processed through the Central Reporting Office to the FAA Washington Headquarters for investigation by appropriate FAA offices.

The new system will enable the FAA to quickly evaluate all reports of near misses to ascertain what action may be needed.

The establishment of the new Central Reporting Office and the reporting procedures became effective on March 2.

SALARY "SAVINGS" FOR DOWNGRADED EMPLOYEES

The Civil Service Commission has recently issued rules and regulations for administration of Public Law 85-737. This law protects the salaries of employees in grade GS-15 or below in Classification Act positions who are downgraded through no fault of their own and who meet certain requirements.

Public Law 85-737 provides that: (1) any employee who is reduced in grade at any time after June 17, 1956, is eligible to receive a saved rate of pay if he holds a career or career-conditional appointment, or an appointment of equivalent tenure in the excepted service at the time of being downgraded, and if he meets the conditions of eligibility listed below; and (2) any employee who was reduced in grade between July 1, 1954 and June 17, 1956, is

eligible for a saved rate of pay if since his reduction in grade (a) he has not received a higher rate of pay, (b) he has been continuously employed in the same Federal agency, (c) he has not been demoted or reassigned for personal cause, at his request, or in a reduction in force due to lack of funds or curtailment of work, and (d) if he meets the conditions listed below.

The additional conditions of eligibility are as follows:

1. The reduction in grade must not have been caused by demotion for cause, effected in a reduction in force due to lack of funds or curtailment of work, or at the request of the employee.

2. The employee must have served in the same Federal agency (former employees of CAA, AMB, or CAB who were transferred with their function to FAA meet this requirement), and in the same or higher grade for at least two years immediately preceding the effective date of his reduction in grade.

3. His performance at all times during those two years must have been satisfactory or better.

When all of the above conditions are met, the employee who is demoted three grades or less will receive the rate of pay to which he was entitled immediately prior to his downgrading. The salary to be saved for an employee who is downgraded more than three grades is computed on the basis of a special formula. The employee who is eligible will receive a saved salary for a period of two years so long as he remains in the same agency without a break in service, and is not demoted for any of the above reasons which prohibit salary savings.

An employee who is receiving a "saved" rate under the provisions of the previous law will continue to receive the saved rate as long as he remains in his same position.

GIVE FOR HEALTH



PLANE FACTS

Just to get the Boeing 707 off the ground takes:

- 1,000 pounds of fuel to taxi to the end of the runway
- 3,000 pounds of fuel on the take-off run
- 6,000 pounds of water which is injected into the engines on the takeoff run.

Therefore, shortly after takeoff, the giant aircraft is 10,000 pounds lighter.

--Journal of Air Traffic Control, January 1959