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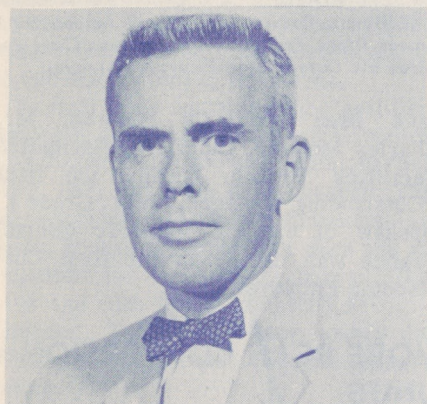


OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

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GODDARD NAMED CIVIL AIR SURGEON



Dr. James L. Goddard was appointed Civil Air Surgeon of the FAA on July 12 and is the first to hold that position.

As Civil Air Surgeon he will be concerned with the mental and physical fitness of airmen and air traffic controllers. He will develop and recommend FAA's medical research into the physiological and psychological limitation of the human body that may affect man in flight. He is also concerned with encouraging the development of equipment, methods and training that will enable FAA's examining physicians to predict reactions of pilots and others who may be subjected to emergency conditions that cause abnormal physical and mental stress.

Dr. Goddard, 36, has been a career public health officer since 1951. In October of that year he gave up his private medical practice in Kalida, Ohio, to accept an appointment with the U. S. Public Health Service. Just before his FAA appointment he had been serving as Chief of the Accident Prevention Program, Bureau of State Services, in that Agency since July 1956. He was responsible for developing and administering a nationwide program to cut down deaths, disabilities, and injuries from accidents of all types.

Dr. Goddard, who served with the Army

Medical Corps during World War II, lives in Manor Club, Md., with his wife and three children.

Until Dr. Goddard was appointed Civil Air Surgeon, the post had been filled on an acting basis by Dr. John E. Smith. Dr. Smith has been designated Chief of the Research Requirements in the Office of the Civil Air Surgeon.

WASHINGTON'S AIRPORT GETS FAA AWARD

The FAA's highest occupational safety award--The Award of Honor--was presented to Washington National Airport by Mr. Quesada. The coveted prize was received by L. W. Burton, Director of the Airport, on behalf of the airport's 270 employees. The ceremony took place on the airport ramp July 16.

The citation engraved on the Award of Honor plaque read: "The 1958 Award of Honor by the Administrator of the

Federal Aviation Agency to Washington National Airport for outstanding achievement in the occupational safety program by making the greatest percentage of reduction in the injury frequency rate of any region or other major field organization of the Federal Aviation Agency.*"

Last year, the first in which the Award of Honor was given, Region 5, Anchorage, Alaska, won the citation.

In addition to the Safety Award, the Police and Security Branch received the Director's Award for outstanding improvement by a unit of the Washington National Airport for fiscal year 1959. During the past year, the airport police force has been integrated more closely into the airport emergency and rescue operations than before. In addition, it has been trained to conduct aerodrome safety patrols and inspection. These are carried out around the clock for the purpose of noting and preventing unsafe operating activities on the terminal ramp areas and hangar tarmac.



L. W. Burton, (right) receives FAA's Award of Honor plaque from Administrator Quesada while F. T. Goode, Captain of Washington National Airport's police department holds a trophy, the Director's Award for outstanding improvement by a unit of the airport.

RADAR TARGET SIMULATORS SLATED FOR 26 ARTCs

A \$709,000 contract for the purchase of 26 radar target simulators has been awarded Servonics, Inc. of Alexandria, Va. The simulators will be used to train FAA air traffic controllers in basic radar procedures, and provide controllers with refresher courses.

According to the present program, the simulators are scheduled for installation at 26 domestic air route traffic control centers throughout the country. The first is scheduled for delivery in December; the next three within the following nine months, and the balance at the rate of six units every 30 calendar days thereafter.

The units will be used to provide radar training in both terminal and en route radar air traffic control. This will provide the air traffic controller with an opportunity to become familiar with radar procedures, radar equipment and nomenclature. It provides equipment with which radar air traffic control problems of all types can be simulated, without the necessity of having actual aircraft fly the problem.

Air route traffic control centers scheduled to receive this equipment are: Albuquerque, N. M., Anchorage and Fairbanks, Alaska, Atlanta, Ga., Boston, Mass., Chicago, Ill., Cleveland, Ohio, Denver, Colo., Detroit, Mich., Fort Worth and San Antonio, Tex.

Indianapolis, Ind., Kansas City and St. Louis, Mo., Los Angeles and Oakland, Calif., Memphis, Tenn., Miami, Fla., Minneapolis, Minn., New Orleans, La., New York, N. Y., Norfolk, Va., Phoenix, Ariz., Pittsburgh, Penn., Salt Lake City, Utah and Seattle, Wash.

Goodrich Appointed Dep. Gen. Counsel

Nathaniel H. Goodrich, a former official of the President's Special Board of Inquiry on Air Safety, has been appointed

Deputy General Counsel of the FAA.

Mr. Goodrich has been in private practice in Washington for the past six years. Before that he served as counsel and executive secretary to the President's Special Board of Inquiry on Air Safety, and as counsel to the President's Scientific Research Board.

Before returning to private practice, he was Deputy General Counsel of the Department of Defense. His assignments included counsel to the Comptroller and for some time was the Defense Department's alternate representative on the Air Coordinating Committee and its representative on the Legal Subcommittee of the ACC.

Mr. Goodrich is a veteran of World War II, during which he served from 1941 to 1946 in the Office of the Undersecretary of War and the Office of the Assistant Chief of Air Staff, Intelligence. He held the rank of Lieutenant Colonel, and was a member of the Army and later the Air Force Reserves from 1935 to 1953.

Employees Association at AC Initiates Outstanding Awards

At the FAA's Aeronautical Center in Oklahoma City, two awards are presented quarterly by the Center's Employees Association. One of these awards goes to the "Outstanding Employee of the Month;" the other, to the "Outstanding Manager."

William L. Brown, Supervisory Aeronautical Power Plant Engineer, became the second employee of the Center to be honored as the "Outstanding Employee of the Month." He was presented with a plaque by Director Fred Lanter.

Mr. Brown was recognized for his heroic action in evacuating 17 handicapped children from a nursing home that was on fire last Thanksgiving Day. He personally carried 12 children to safety, then assisted in rescuing another five.

Selection of individuals for the two awards is made by a special committee established for this purpose. It is known as the Selection Committee for the Aeronautical Center Employees Association Awards.

Under the system, any individual employee of the Aeronautical Center may nominate any other employee for either award. The Center especially urges immediate supervisors to make nominations when they consider an employee under their supervision to merit an award.

Since the program was inaugurated early this year, two other employees



William L. Brown, Supervisory Aeronautical Power Plant Engineer at Oklahoma City, admires his Outstanding Employee plaque.

have been similarly honored. Mr. Charles Meuller, Chief, Air Navigation Facilities Branch, became the first "Outstanding Manager." Mrs. Grace K. Upshaw of the Air Traffic Control Branch was named as the first Outstanding Employee.

MORE SCAN CONVERSION UNITS

The old days of having to watch radar screens either in darkened rooms or under a hood in control towers is rapidly coming to an end. This is being made possible by the use of scan conversion units.

The scan conversion units convert basic radar data from airport surveillance or air route surveillance radar into a television type of display. This type of television presentation is much brighter than a conventional cathode ray tube picture and makes the display easily read in well-lighted rooms.

Seven more of these units have been purchased by the FAA. Furnishing the equipment is Intercontinental Electronics Corp. of Mineola, Long Island, at a cost of \$376,118. This will bring the number of scan conversion units bought to 54. All previously ordered equipment is being used in FAA operated control towers and air route traffic control centers.

The new equipment will be installed as second units in airport traffic control towers at Chicago (Midway), Washington National, Indianapolis and New York (Idlewild). One unit will go to the FAA Aeronautical Center at Oklahoma City for training purposes. The other two will be installed at air route traffic control centers to be determined at a later date.

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A TERMINAL DESIGNED WITH TOMORROW IN MIND

On May 16, 1959, Peoria, Illinois dedicated its new Airport Terminal--a 6 floor, \$1,226,500 building that even boasts a place to change diapers,

Leonard Jurden, FAA Region Three Administrator, delivered the keynote address at the dedication.

The new structure is 87 feet tall from the ground to the top of the control cab. The building features a liberal use of color.

With the exception of the dining room, all floors are ceramic tiled. All inside walls on the first floor are finished with colored glazed brick. The ground area covered by the terminal is about 16,000 square feet. The building itself contains 45,000 square feet of floor area.

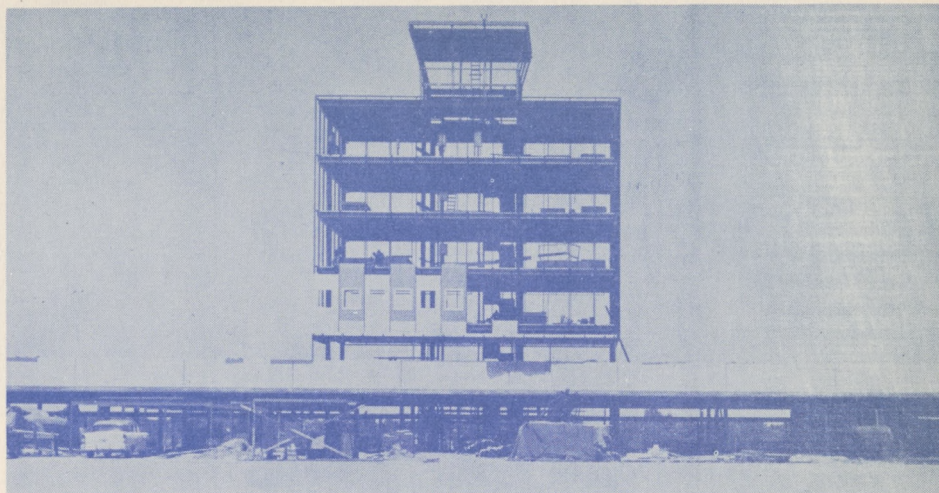
The first floor contains all the facilities needed to get people on and off airplanes plus dining facilities, auto rental, barber shop, bar, gift shop and a nursery. The second floor serves two functions--as public access to a spectator deck and as facilities for the weather bureau. The third and fifth floors currently are unassigned. The fourth floor houses the offices of the Greater Peoria Airport Authority.

The sixth floor will house the Federal Aviation Agency with direct access to the control cab above. The cab is 20 feet square and contains heat-absorbing, glare reducing glass on three sides. The glass is tinted gray instead of the customary blue or green which made for some distortion.

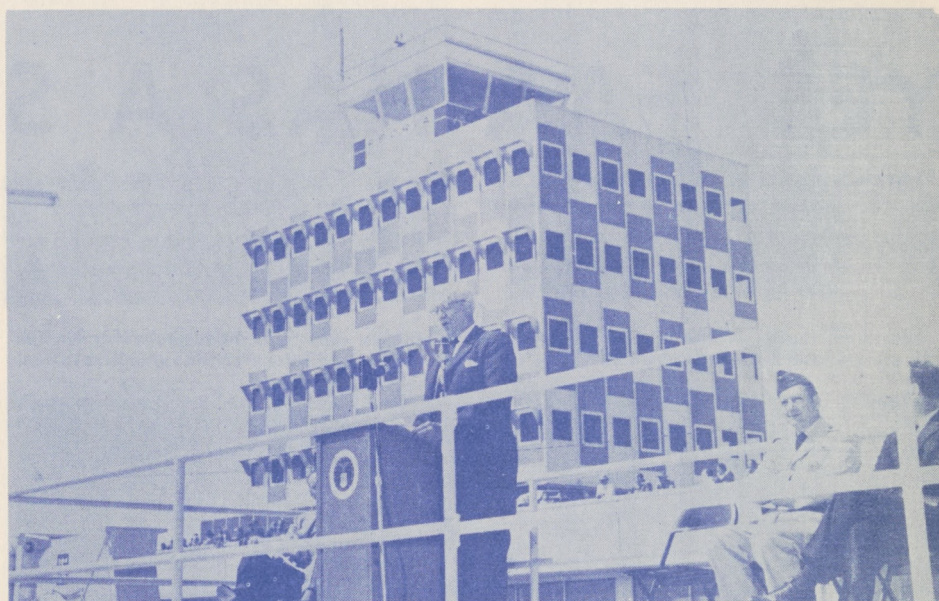
The entire building has aluminum exterior walls which were selected for their light weight and ease of maintenance. Windows can be cleaned entirely from inside the building. The building, except the basement and certain utility areas, is air conditioned.

The Greater Peoria Airport is now jet-capable with an 8,000 foot runway. An Instrument Landing System is being installed and should be completed this year. The airport planners are already busy working out future additions and improvements.

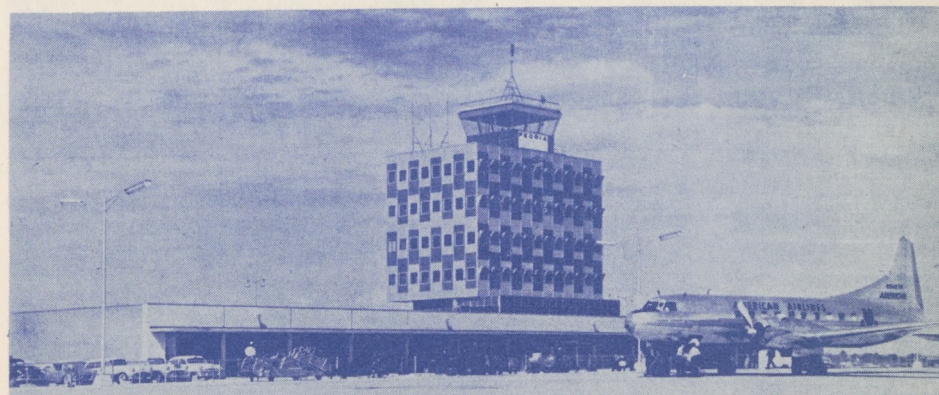
The control tower will not be operational until September 1, as the schedule now stands for equipment installation. Flights are presently controlled from the control tower in the old terminal across the field. FAA controllers are: Fred Sommer, Chief, Lewis G. Earp, John W. Farley, Raymond O. Farley, Clifford E. Hurst, Donald W. Jones, Jack R. Jones, Warner W. Maddox, Harold B. Page, Francis J. Rehauer, John A. Rezac and Oral D. Van Zandt.



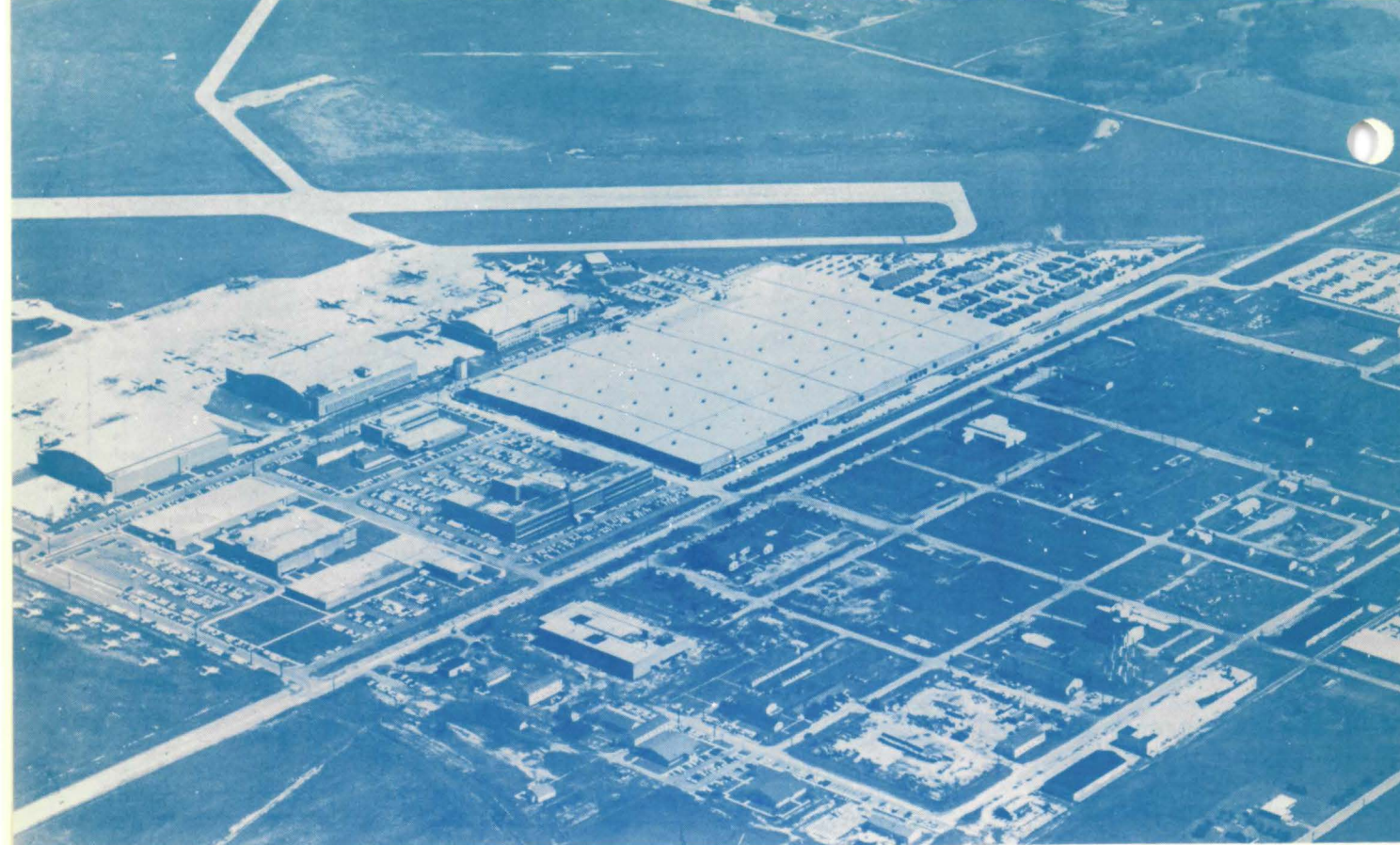
On the way up



DEDICATION ON MAY 16--Leonard W. Jurden, FAA Administrator Region 3, delivering keynote address. Also shown on stage is Brig. Gen. J. R. Holzapple, Deputy Director of Operations, USAF, and Congressman Robert Michel.



The new Greater Peoria Airport boasts 23 flights daily, serviced by three airlines: Ozark, American and TWA.



This panoramic view of the Aeronautical Center will give you some idea of size--huge hangars and blocks of long, low, red-brick buildings.

THE AERONAUTICAL CENTER--

EDITOR'S NOTE: This special feature, second in a series, was developed to introduce FAA'ers to another of our major organizations-- the Aeronautical Center at Oklahoma City. A first-hand report by the FLY-BY staff, this article attempts only to summarize the great variety of functions performed at the Center. The editor wishes to thank all the Division and Branch Chiefs for their technical assistance. Special thanks to William M. Jackson, the Center's Personnel Officer, and Robert Newkirk, Center photographer.

Letting down for a landing over the Oklahoma City area, the air passenger sees tall buildings, broad residential and industrial areas, and countless oil wells sweeping by below. The land is flat as far as the eye can see, and reddish-brown where it is not green with grass and trees. And, much to the easterner's surprise, there are lakes, large and small, all over the place. In Oklahoma City, where water skiing is just about as common as beef-steak, oil and water do mix.

Arriving at the air terminal and looking westward across Will Rogers Field, one sees the long backside of the Aeronautical Center -- several huge hangars and blocks of long, low, red-brick buildings

sprouting an assortment of antennae into the air. The Center proper is only a short drive around the north end of the runways.

Evolution

The Center is large, modern and impressive. Such wasn't always the case. Beginning operations in May 1946 in 37 temporary war surplus buildings, the Center grew until in 1952, it occupied 128 such buildings. As the termination of the original lease on the temporary buildings drew near in 1954, negotiations were started with the city to develop additional facilities according to the original agreement. The existing modern and permanent physical plant is the result. The first group of permanent buildings was completed during the summer of 1958 and the second group is scheduled for completion late this year, with additional construction planned.

The Center has five large red-brick classroom and laboratory buildings which total 250,000 square feet of floor space. The large warehouse and shops cover about 15 acres, all under one roof.

There are two hangars (a third under construction) tall enough to house the largest jet airliners. The new headquarters, or administration building, is a magnificent structure that includes 161,000 feet of space for offices, classrooms, the post office, cafeteria, auditorium, clinic, and a communications center. The Center also has a special radar antenna laboratory of 2800 square feet. There are outdoor storage and parking areas of 884,000 square feet. The construction, costing more than \$18 million, is the result of cooperation between the City of Oklahoma City, FAA and the General Services Administration (which acts for the U. S. Government in securing housing facilities for Federal agencies).

The City of Oklahoma City owns the Center and FAA rents the facilities under a long-term renewable lease. The rental rate is below the average paid by Federal agencies throughout the country for comparable facilities.

People and functions

The Center employs 2131 people with an annual payroll of \$13 million. There are



The headquarters building contains space for offices, classrooms, the post office, cafeteria, auditorium, clinic and a communications center.

FAA's "University of the Air"

1821 men and 310 women--most of whom are highly trained specialists in one of the Center's three major areas of operation: training, supply support, and aircraft-avionics.

We shall discuss the Center in terms of functions rather than in terms of organization. We have chosen this method for many reasons, one of which is that the Center is, to some extent, undergoing reorganization. This, while altering the lines of the latest Center organization chart, will have less effect on what the Center does as a major segment of the FAA.

Training

Where does the FAA get its air traffic controllers, engineers, electronic technicians, instructors, inspectors, and other highly specialized personnel? For the most part, they come from private industry and in most cases, they need varying amounts of additional training. Where do they get this training within

the FAA? At the Aeronautical Center-- FAA's "University of the Air," as it is popularly called.

Training is big business at the Center. The 510 Center employees who are engaged in training activities can teach you most anything you want to know about aviation--all the way from what makes an airplane fly to how to land a giant jet airliner under adverse conditions.

The Center's many training programs are designed to give the United States and other nations of the Free World the specialized manpower needed to keep the airways operating safely and efficiently. Students come from all the States and around the globe for training in many aviation specialties. The student enrollment runs around 1200 to 1500 at all times. Observers from the aviation industry, airlines, military and government agencies from various nations also attend the Center's classes to gain familiarity with new developments.

Centralized FAA training at the Center is broken down into these specialties: Civil Aviation Safety, Air Traffic Control, Air Navigation Facilities Maintenance, Air Navigation Facilities Flight Inspection, and Avionics.

Civil Aviation Safety Training--The FAA is responsible for promoting safety in

civil aviation. This is accomplished in part through the issuance and enforcement of the Civil Air Regulations. The Aeronautical Center trains the FAA safety inspectors who are assigned throughout the world to help enforce the FAA regulations. These inspectors are thoroughly proficient in all phases of aircraft operation and maintenance. Their interpretation and application of the CAR's must be consistent and uniform. Even after they have been assigned to positions in the field, all FAA inspectors return periodically to the Center for brush-up instruction. This may be either refresher or advanced courses designed to keep them proficient and abreast of the latest developments and equipment.

There are two general types of civil aviation safety training at the Center-- Operational and Technical.

Operational training for all types of pilot personnel, includes airline operations inspectors, general operations inspectors, and engineering flight test inspectors. Specialized flight courses are provided for FAA inspectors whose duties involve advanced operational in-

BIDS SOUGHT ON WEATHER STUDY

FAA is asking for bids for a two year study of the type and amount of weather information needed to cope with the increasing volume of air traffic anticipated in the next fifteen years. Planned advances in aviation, such as 1800 MPH transports, will create new demands for weather services along with increased accuracy.

FAA's Bureau of Research and Development has outlined four basic goals of the research:

To determine the weather service needed for air traffic management and air navigation through 1975.

Evaluate current weather service used in air traffic management and air navigation.

Formulate a system of progressive changes to meet the future needs for weather service through 1975.

Determine the weather research necessary to meet the needs for future air traffic operations.

The long range research is expected to be the most comprehensive investigation of aviation weather needs yet undertaken. First task of the successful bidder will be to collect weather data used in three aviation categories: the air traffic control system, the air navigation system and by the users of the nation's airspace.

This analysis of aviation weather needs is FAA's contribution to a joint weather research program now being organized with the military services and the Department of Commerce's Weather Bureau. Providing weather service to meet FAA needs is a responsibility of the U. S. Weather Bureau.

Data collection will include weather information relating to advance flight planning, preflight planning, ground operations, takeoff, en route flight, approach and landing and flight safety.

In collecting the information, FAA plans to contact commercial air carriers, Army, Navy, and Air Force commands and a variety of general aviation organizations. The program will not deal with aviation meteorological requirements peculiar to air warfare.

Weather research is urgently needed in the control of air traffic and to maintain safety in flight. In addition to increasingly heavy air traffic, increasingly accurate aviation weather information will be needed to supply the precise data required by air traffic control computers now being installed by FAA and in the planned modernization in the air traffic control system. One proposal envisions flexible airways geared to weather patterns existing at a given time.

THE SIX MISTAKES OF MAN

The Roman philosopher and statesman, Cicero, said it 2000 years ago and it's still true today. The "Six Mistakes of Man" are: (1) the delusion that individual advance is made by crushing others; (2) the tendency to worry about things that cannot be changed or corrected; (3) insisting that a thing is impossible because we cannot accomplish it; (4) refusing to set aside trivial preferences; (5) neglecting development and refinement of the mind; and not acquiring the habit of reading and study; and (6) attempting to compel others to believe and live as we do.

Contracts Let By FAA

Contracts totaling \$3,166,622.39 for equipment to modernize the Nation's airways have been awarded by the FAA.

Largest contract was with the Radio Receptor Company, Inc., of Brooklyn, New York, for 110 units of radar beacon defruiting equipment. This equipment, when installed in conjunction with radar beacons, filters out undesirable clutter or "fruit" from the radar scope. The main purpose of the radar beacon is to provide the means for controllers to more readily identify aircraft operating within the range of the primary radar. Other contracts awarded recently include:

Western Union Telegraph Company, New York, N. Y. in the amount of \$675,400 for a fully automatic switching system for telegraph printers, and related equipment.

Collins Radio Company, Dallas, Texas, in the amount of \$578,499.96 for three radar microwave links and associated equipment to carry radar information from remote sites to FAA air route traffic control centers. This was an increase to a previous contract.

Marine View Electronics Inc., Jamaica, Long Island, N. Y. in the amount of \$222,591 for 5,300, 20 channel patch panels and associated equipment.

Tektronix Inc., Portland, Oregon, in the amount of \$195,974 for 200 portable oscilloscopes for use in radar micro-wave link maintenance.

Sperry Rand Corporation, Great Neck, New York, in the amount of \$190,792 for eight autopilots for FAA flight inspection aircraft.

Aeronautical Communications Equipment Inc., Miami, Florida, in the amount of \$170,048.44 for two dual automatic nondirectional radio beacons and related equipment.

Nems-Clarke Company, Silver Spring, Maryland, in the amount of \$115,872.78 for 537 modulation monitors and replacement parts. This equipment is used to check FAA communications equipment.

Bendix Radio, Baltimore, Maryland, in the amount of \$110,389 for seven radio receivers; 12 marker beacon receivers; five weather radar units; 11 automatic direction finders and related equipment.

Century Electronics and Instruments Inc., Tulsa, Oklahoma, in the amount of \$53,400 for six multi-channel recorders to equip FAA flight check aircraft.

Collins Radio Company, Cedar Rapids, Iowa, in the amount of \$47,571 for seven omni-bearing selectors; 14 omni-bearing indicators; three glide slope receiving sets; five VHF communications sets; 13 VHF transmitters, and 19 antenna systems, all for use in FAA flight check aircraft.

Bendix Radio, Baltimore, Maryland, in the amount of \$46,017.61 for parts for radar approach control equipment.

Dubrow Development Company, Burlington, New Jersey, in the amount of \$40,393.70 for 242 vacuum tube voltmeters.

Personnel Named To FAA's QIC

Appointments in the Office of International Coordination have been announced by the Federal Aviation Agency. Among these are Raymond B. Maloy who had previously been designated Chief, Office of International Coordination. Captain Donald E. Macintosh, has been named Deputy Chief.

Other key appointments in the OIC are: Alfred Hand, Assistant to the Chief, Carroll D. Heath, Executive Assistant, Evan J. Lewis, Chief, Technical Assistance Division, and Claude H. Smith, (Acting) Chief, International Organizations Division.

Jackson Appointed R 6* D Division Chief

William E. Jackson was appointed on July 31 to head the Development Division in the Bureau of Research and Development. Jackson, an outstanding electronics engineer and scientist, participated in the development of ILS, VOR, DME and other aids to air navigation and traffic control.

He has served on a number of government committees and received a citation for his work with the Radio Technical Commission for Aeronautics. Jackson's experience in aviation dates from 1925 when he worked for the General Electric Company developing radio transmitters and radio ranges.

In 1948, Jackson was made chief of the Radio Development Division, Technical Development Center in the CAA and was chief of the TDC Electronics Division before his new appointment in FAA.

Frequency Management Consolidated By FAA

The responsibility for the planning, coordination and utilization of radio frequencies within the Bureau of Facilities has been consolidated by the FAA. The Bureau of Facilities will have additional responsibilities of representing the FAA before the Interdepartmental Radio Advisory Committee (IRAC), and for obtaining maximum utilization and operational effectiveness of radio frequencies assigned to the Agency by IRAC.

On July 26, a Frequency Management Staff Division was established within the Bureau of Facilities. To carry out its responsibilities, the new division will provide for close liaison and participation with members of IRAC. This is the organization upon which the FAA must rely to obtain assignments of radio frequencies to operate navigational aids and communications installations that are essential for the safe and efficient movement of air traffic, the efficient utilization of airspace, research and for serving other Agency needs.

William B. Hawthorne has been appointed Chief of the new Frequency Management Staff Division. He had been serving as Special Assistant for Radio Frequency Management in FAA's Bureau of Research and Development. Appointed as Deputy Chief is Allen Barnabei, formerly with the Systems Staff Division of FAA's Bureau of Facilities.

Revised System For CAR's and CAM's

Extensive revision of the FAA's system for publication and distribution of Civil Air Regulations and Civil Aeronautics Manuals will soon go into effect to simplify the method now used to issue safety regulations. Steps in the change will take several months to complete.

Under the revised system the Civil Air Regulations and Civil Aeronautics Manuals will not be issued as individual publications. Instead, CAR's with a few exceptions will be discontinued and the CAM's will be revised to include the regulations and other pertinent information.

An important change will be to issue each Civil Aeronautics Manual individually rather than in a volume containing up to eight manuals. Under the new system the present method of sending amendments at no cost to the user will be discontinued. Supplements to the

CAM's will be sold by the Superintendent of Documents, U. S. Government Printing Office, as ordered and the purchaser will be notified of changes only if he requests that the Government Printing Office put him on a "notification" list.

MOPTAR Equipment For Use At NAFEC

Sometime this month, MOPTAR equipment will begin to arrive at NAFEC. The MOPTAR system, known as Multi-Object Phase Tracking and Ranging System, will track aircraft and determine their position by radio through the use of phase comparison techniques, it will give NAFEC the initial capability of tracking five aircraft simultaneously at a 200-mile range with extreme accuracy.

Tracking information will come from a lightweight transponder in NAFEC experimental aircraft. On the ground the MOPTAR will consist of two trailers containing equipment to measure range, azimuth and elevation, plotting boards to track aircraft during test flights, and a complex array of antenna.

The system will be utilized to gather experimental data. It will not be used as a means of controlling air traffic.

A \$90,000 contract has been awarded to prepare a site and construct antenna ground plane and equipment van pad for the multiple object phase tracking and

ranging system. It will be located northeast and adjacent to NAFEC's 10,000-foot northeast-southwest runway.

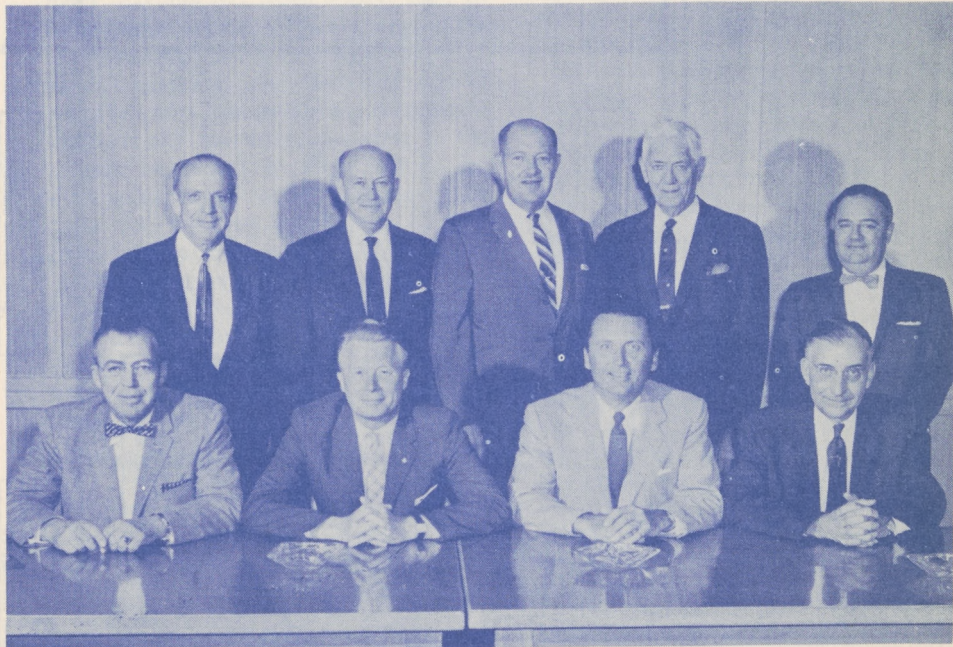
Broadcasters To Cooperate

The National Association of Broadcasters will ask the nation's radio and TV stations when broadcasting news of impending emergencies or tragedies to include repeated warnings to all listeners to stay away from scenes of emergencies.

In a letter to E. R. Quesada, FAA Administrator, Harold E. Fellow, President of the NAB, said that the NAB will ask that in broadcasting news of any emergency nature, stations will specifically request their audiences to stay away from the area involved, and to refrain from doing anything that would hamper the efforts of authorities who are responsible for coping with emergencies.

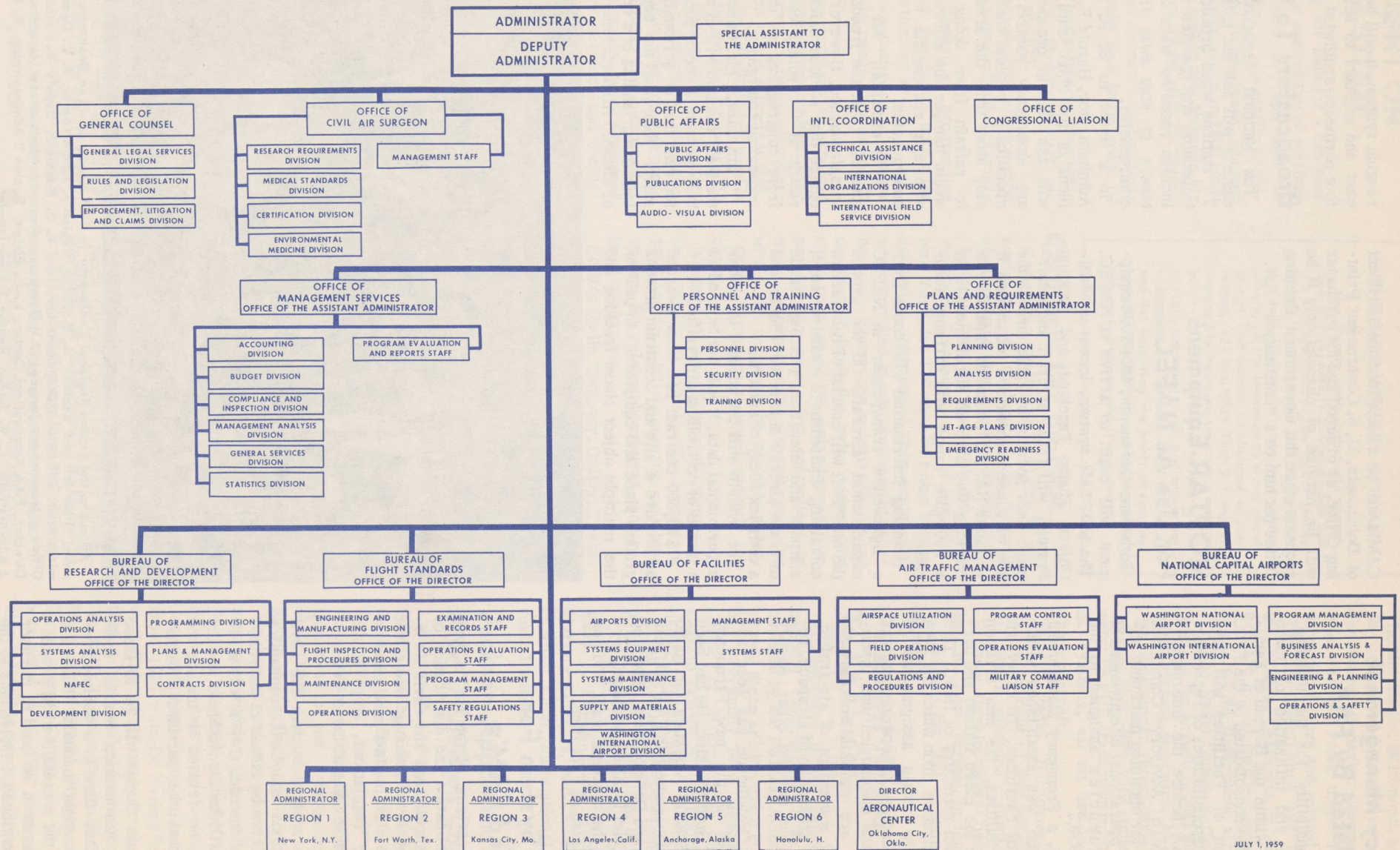
"It is essential," Mr. Quesada commented, "that the freedom of the press is safeguarded. However, we must recognize that serious safety hazards can result if the public does not refrain from congregating at the scene of an impending emergency."

"I am sure," Mr. Quesada said, "that the NAB's action will in a large measure help prevent a recurrence of the type of incident that so seriously compromised safety following the broadcast of the impending landing of a crippled airliner at Idlewild Airport, New York."



Attending the second Regional Conference in FAA Headquarters in Washington June 29-July 1 were, (from left and seated), A. D. Hulen, Region 5, Administrator, A. L. Dean, Assistant Administrator, Office of Management Services, A. O. Basnight, Deputy Assistant Administrator, Office of Management Services, J. M. Beardslee, Region 6 Administrator, (standing), F. M. Lanter, Director, FAA Aeronautical Center, L. C. Elliott, Region 2 Administrator, W. P. Plett, Region 4 Administrator, L. W. Jurden, Region 3 Administrator.

FEDERAL AVIATION AGENCY



JULY 1, 1959