

FLY BY

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September 1959

Near-Miss Safety Rule Halted By FAA, CAB

In a joint action, the FAA and the Civil Aeronautics Board rescinded the program of voluntary pilot reports of near mid-air collisions established by the Board in February 1956. Both Agencies acted to rescind SR-416, Voluntary Pilot Report of Near Mid-Air (Near-Miss) Collision.

The CAB explained that reports gathered under the system have yielded all the useful information which they are capable of producing for the time being and that continuation was not necessary for the Board's air safety investigation purposes.

FAA has established internal procedures for handling reported near-misses and will investigate the incident to establish the accuracy of the reported facts. The provisions of the former CAB program for voluntary pilot reporting of near-misses with immunity will not be continued by the FAA.

Instead, the Federal Aviation Agency will follow the normal investigative procedures established for handling other safety reports. If the investigation reveals a violation it will be handled the same as other violation matters.

Helfert Is Designated OIC Division Chief

Howard W. Helfert has been named Chief of the newly established International Field Service Division of the Office of International Coordination.

The International Field Service Division of the OIC is responsible for providing FAA representation abroad to coordinate U. S. aviation interests with those of foreign countries. It also observes and reports significant aviation developments throughout the world.

Mr. Helfert, who has been associated with CAA/FAA in various domestic and

overseas positions since 1940, had served in Montreal on a three year assignment as alternate U. S. Representative to the ICAO before assuming his new post. He was also one of the 12 members of the ICAO Air Navigation Commission.

Latin American Countries Get FAA Flight Check

Under a joint FAA-ICA sponsorship, an FAA flight inspection aircraft left Washington in July with scheduled stops in Mexico, Nicaragua, Panama, Colombia, and Cuba. This was in response to requests by the governments of these countries for U. S. assistance in selecting sites for the installation and commissioning of VOR (very high frequency omni-directional radio range) ground facilities.

A DC-3, loaded with electronic equipment, carried out these checks over an eight-week period. It flew complicated test patterns around and above the VOR ground stations and, from analysis of recorded data, advised ground engineers whether any inaccuracies exist in the signals broadcast by the facility, and what adjustments were necessary. The crew consisted of two pilots, a flight recorder operator, and a VOR engineer.

If the countries involved are interested in continuing this service in the Latin American area, FAA may activate a Flight Inspection Group in Panama similar to those established in Beirut, Lebanon, and Frankfurt, Germany.

James L. Anast To Head Research & Development



James L. Anast has been appointed Director of the Bureau of Research and Development of the FAA. He previously served as Technical Director of the former Airways Modernization Board.

Mr. Anast has been engaged principally in research and development of civil and military electronics systems since his graduation from Ohio State University in 1940. In addition to his service with the Airways Modernization Board he has held government posts as Chief Engineer of the Air Force All Weather Flying Division, and Chief of Systems Engineering of the Air Navigation Development Board. In private industry he was vice president for technical planning and later president of Lear, Inc.

In 1956, Mr. Anast joined Edward P. Curtis, then Special Assistant to the President, as principal technical advisor to assist on plans for the establishment of the Airways Modernization Board. As a member of the Curtis Systems Engineering Team, he participated in the development of the 20-year plan for the modernization of the nation's aviation facilities.

Mr. and Mrs. Anast live in Washington, D. C. They have a son, James L., Jr.



AF Jet Course Completed By FAA Flight Inspectors

As part of the FAA program to keep abreast of the jet age, FAA flight operations inspectors are graduating in increasing numbers from the USAF Strategic Air Command's KC-135 jet training course at Castle Air Force Base, Calif. The men, training in teams of two, started April 29.

The FAA graduates will later receive additional specialized training in the systems peculiar to the Boeing-707, Douglas DC-8, and the Convair 880. This will enable them to thoroughly understand the specific operating problems associated with the new jets. The Agency's Aeronautical Center at Oklahoma City is now developing a 707 simulator course.

The KC-135 course covers approximately six weeks of ground school and five weeks of flying instruction. The ground phase encompasses academic and practical training in engines, systems, communications, weather, and other subjects. Each student receives 12 hours of jet instrument procedures in a synthetic trainer and 45 hours of KC-135 flight simulator time.

The five-week flight syllabus covers landings, instrument training, ILS (Instrument Landing System) approaches and landings, emergency procedures, and basic flight maneuvers. Each student also flies one refueling mission. All receive proficiency checks at the completion of the flight phase. They also undergo high altitude indoctrination as part of the training. This includes an "ascent" to 43,000 feet in a pressure chamber, accompanied by instruction on pressure breathing techniques.

"This is just a start toward making our flight inspectors the best qualified in the world," Administrator Quesada said. "The airline industry will profit from the training our inspectors are receiving from the Air Force because

of what it will mean in mutually solving day-to-day operational problems. The military will profit because this direct association with military jet transports will give us a more realistic understanding and appreciation of the peculiarities of the operating problems and techniques of military aviation, and this is of very definite concern to us. By the same token, the military will better understand our problems in this jet age. And in the final analysis, the flying public will benefit from the training these men are receiving. This four way FAA-airline-military-and public mutual understanding will mean that all will profit and enable each to provide the other the best possible assistance."

FAA flight operations inspectors have the responsibility for testing and certifying the proficiency of airline pilots, among them are those who fly the new family of jet aircraft. Currently there are 41 Boeing-707's in operation by the airlines.

However, the delivery schedule in the immediate future and continuing through 1962 for 243 additional commercial jet transports that will include the Douglas DC-8, the Convair 880, and more Boeing-707's, places a tremendous burden of responsibility on the flight operations inspectors. The KC-135 course is designed to help prepare them to meet those responsibilities.

So far, 14 FAA inspectors have been scheduled to complete the 11-week Air Force proficiency course on the KC-135 Air Force jet tanker version of the Boeing 707. Assignments are made on a priority basis. Those selected are assigned to FAA district offices that have inspectional responsibilities for airlines which now operate jet aircraft or will have jets in the future.

Iceland Commissions Air-Ground Facilities

The official commissioning ceremonies of VHF/UHF air-ground communication facilities were held in Reykjavik, Iceland on September 1. Among those attending the ceremonies, at the personal invitation of Agnar Kofoed-Hansen, Director General of Civil Aviation in Iceland, was FAA's Administrator, E. R. Quesada.

The ceremony marked the completion of the first phase of Iceland's program to establish a network of modern communication facilities to implement air safety. Iceland hopes to have the fully completed aircraft control system operational by 1962 which, when completed, will be on a par with that of any

nation of the world. The modernization program was initiated in a response to a request from the Republic of Iceland for technical assistance in developing aeronautical facilities that would be adequate for the current and anticipated increases in air traffic control requirements.

An air safety survey by FAA (then CAA) was initiated in June 1958 under the auspices of the International Cooperation Administration. The resulting recommendations included: establishment of a network of VHF/UHF ground-to-air facilities to provide direct "Control Center to Pilot" voice communications; establishment of a modern reliable point-to-point aeronautical communications system between various airfields in Iceland; a modern en route Traffic Control Center; and installation of an instrument landing system at Keflavik.

Installation of remote controlled VHF/UHF air-ground facilities will permit all aircraft, both military and commercial, over Iceland to be controlled from Iceland's aviation headquarters at Reykjavik. In addition, the new system of communications is unaffected by magnetic storm disturbances. Previously, communications were accomplished by the use of low-power radio telephone circuits in the high-frequency band. These were seriously affected by frequent aurora borealis magnetic storms.

The Federal Aviation Agency and the United States Air Force provided engineering and technical assistance to Icelandic personnel, and made available surplus FAA and Air Force equipment.

Staff Named to Office Of Civil Air Surgeon

Key appointments in the Office of the Civil Air Surgeon have been announced by the Federal Aviation Agency. Serving under the direction of Dr. James L. Goddard, recently named FAA's first Civil Air Surgeon, are Gladden R. Leonard, Executive Officer, and the following Division and Branch Chiefs:

Dr. John E. Smith, Chief of Research Requirements Division; Dr. Homer L. Reighard, Chief, Medical Standards Division; Dr. James H. Britton, Chief, Medical Certification Division; Dr. Clair R. Speelman, Acting Chief, Environmental Health Division.

Dr. Paul T. Bruyere, Chief, Standards Evaluation Branch; Capt. Carl E. Wilbur, (USN), Chief, Accident Studies Branch; and Major Wayne R. Otto, Chief, Rules and Procedures Branch.

FLY-BY

Editor

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When was civil aviation born in the United States? The FLY-BY staff, seeking an answer to this question, found an

abundance of evidence that points to the year 1919 as the first year in which there was general awareness of the vast possi-

bilities of commercial flight. This article summarizes the evidence.

BIRTH OF CIVIL AVIATION IN THE U. S.

Before narrowing our focus to the year 1919, let's look backward across the centuries. We find that the history of aviation can be divided into several distinct periods. The first period stretches back to the dawn of creation when man first saw and marvelled at a prehistoric bird in flight. This first period, the age of legend and speculation, stretches forward to about the fifteenth century. It was very long in time, heavy with fancy and longing, but short in actual accomplishment.

Next come the years of early experimentation--balloons, gliders, mechanical wings that flapped, and kites large enough to lift a man off the ground. The Wright brothers' first successful flight in 1903 ushered in the age of practical powered flight.

The early years of the age of powered flight were characterized by aerial demonstrations over the heads of the curious and the skeptical. There were many serious tragedies--the price always demanded by advancing technology. These were the heydays of exhibition flying, the air circus, and barnstorming, which together made a noble attempt to convince the American people that a centuries-old dream had been fulfilled in their lifetime. Even so, only the most daring, if not foolhardy, permitted their feet to leave the ground. The airplane was accepted as little more than a frightening novelty--a contraption that just might get you there and back alive, and then again, it just might not.

World War I, more than anything else, proved to the world that the airplane could indeed fly. The Allied aerial victories in Europe had struck a romantic note in the American heart, and at the war's end, with the lifting of wartime restrictions on civilian flying, a substantial portion of the general public had reconsidered and was itching to fly--if nothing more than a brief undulating swoop over the nearest cow pasture.

Commercial aviation did not suddenly burst upon the American scene at the end of the war, yet 1919 appears to be the first year in which there was general awareness of hidden treasures in the skies--treasures not only in terms of dollars, but also in terms of the advancement of mankind, more effective liaison

between the peoples of the world, and a better life for everyone through aviation. Actually, by 1919 the first American commercial airline had already come and gone.

Passenger service

On January 1, 1914, the St. Petersburg-Tampa Airboat Line began passenger service between the two Florida cities. The fare was \$5 a person each way. Flying time: 30 minutes in a Benoist flying boat. Payload: one "regular" size passenger or two "slight" ones with one sitting on the other's lap. This airline was modestly successful (no passengers were injured or killed), but its operations were disrupted by the war and were never reestablished. One can hardly consider this isolated "sideshow airline" as ushering in civil aviation in America. A single flight in 1918 made a far greater contribution.

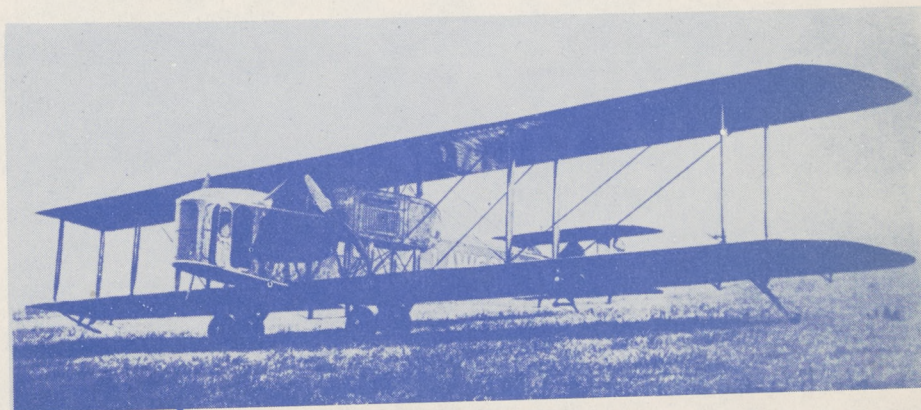
On November 31, 1918, the NC-1, a U. S. Navy flying boat, accomplished the record-breaking feat of carrying 50 passengers aloft at Rockaway, N. Y. This flight made the headlines around the world, and more than any other contemporary event, boosted the commercial possibilities of aviation in the United States. It also set the stage for the year 1919, waiting just around the corner.

Henry Woodhouse, one of the first aviation writers, wrote an article entitled "The Dawn of the Age of Aerial Transportation" which was published in the

January 1919 issue of FLYING magazine. He said: "An aeroplane has carried fifty passengers, the famous British General Salmond has flown from Africa to India, the United States Aerial Mail has been operated for months on schedule time, rain or shine; the Andes, the Great Atlas mountains, the Alps and other high mountains have been flown over, and hundreds of what must be termed extraordinary flights have been made and are being made weekly. . . Aerial transportation lines were planned while the war was still on and the plans began to be put into effect soon after the signing of the armistice. . ."

One cannot overlook the contributions to American aviation made by the U. S. Air Mail Service. This Service was inaugurated on May 15, 1918, and during the first six months of its existence, its operations covered 68,892 miles, at a cost of \$75,165. In that period, these Post Office air pioneers carried between Washington, D. C. and New York City some 7452 pounds of air mail plus nearly 92,000 pounds of first class mail that was also loaded onto the planes. Many of America's first landing strips were carved out to facilitate the speedy transit of the air mail.

On May 27, 1919, America--which had given the world the airplane--was the first to fly the Atlantic. On that date a Navy flying boat, the NC-4, completed its Atlantic crossing and landed in Lisbon, having left Rockaway, N. Y. on May 8 with several stops en route. The fastest previous passage of the Atlantic



This photo will give you some idea of what the 1919 Glenn L. Martin converted bomber looked like. It could fly from Pittsburgh to Washington in an hour and fifteen minutes.

had been made by the Cunard Liner, *Mauretania*, which made the trip from Liverpool to New York in 4 days, 14 hours and 27 minutes. The NC-4's flying time was 42 hours and 43 minutes. (Lindbergh's famous non-stop solo crossing of the Atlantic didn't come until 8 years later.)

Although these early record-breaking flights captured the imagination of the world, the U. S. Government was not so visibly impressed. Almost simultaneously while the British were announcing plans for an extensive air service, the U. S. Government was announcing the demobilization of the Army Air Service to a very small unit. Aviation experts of that day interpreted this as a slap in the face, especially to "land" aviation. The Navy, having asserted itself nobly in the skies with the flights of the flying boats, NC-1 and the NC-4, was in a more favored position than was the Army. The seaplane appeared to be the best bet as the commercial plane of the future.

Glenn H. Curtiss, writing in the August 1919 issue of U. S. AIR SERVICE, said: "Double the horsepower of the NC-4, increase her wingspread from a hundred and twenty-six to two hundred feet, load her with passengers and mail for her tri-weekly or daily trans-Atlantic flight, and you have a glimpse of the future. It is not, in my opinion, a distant future... it must not be forgotten, however, that the great future of over-the-sea flying will have a parallel in land aviation.

Shaw Wouldn't Say. . .

On September 30, 1919, George Bernard Shaw was requested by a publisher to give his opinion as to the position aviation would occupy in common life ten years hence. Shaw replied:

"If your representative will call on my executor September 30, 1929, he will learn all about it."

The particular fact, holding back a phenomenal popularization of airplanes on land, is a lack of landing fields. Seaplanes have their fields already prepared for them wherever smooth water exists. On land the airplane requires the establishment of special stations. All the large cities should have landing fields. Air maps should be made. Post Office and Air Service should cooperate with private enterprise . . . why should not the airplane in time become the most durable as well as the speediest and most economical transportation unit? It will! . . ."

Lighter than air

When considering the 1919 competition between land and sea planes, one must also take into account the fact that commercial speculation was slightly restrained by the rapid development of the dirigible. Germany's Count von Zeppelin

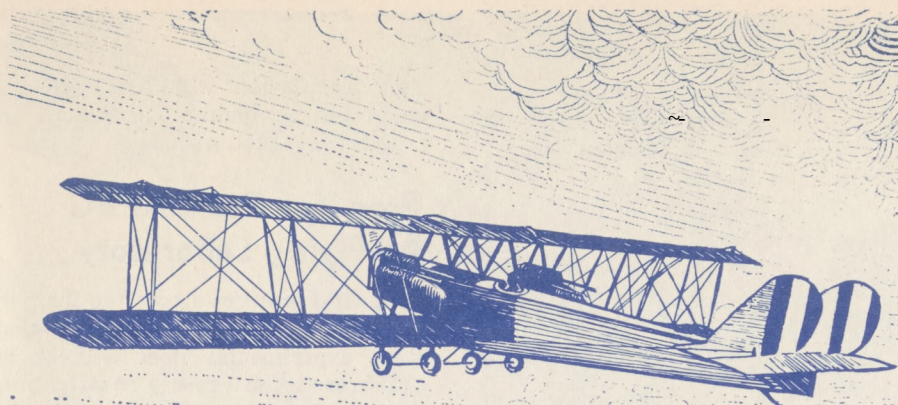
had established world leadership in the development of these air giants. However, certain factors caused American investors to look more and more with favor at heavier-than-air aircraft: the feats of the Navy's flying boats; the superior speed of airplanes; the enormous cost of dirigibles in relation to payload, their relative instability in violent storms, and the ever-present danger of fire and explosion in their hydrogen filled interiors. (U. S. commercial interest in the dirigible fluctuated off and on and ultimately vanished with the 1937 disaster of the Hindenburg at Lakehurst, N. J.)

COLLIERS WEEKLY felt in 1919 that the biggest problem in aviation was neither the "airplane nor the motor." The one great need was more and better landing fields. A United Press correspondent, William G. Sheppard, investigating this problem for COLLIERS, wrote: "Speedy progress in the art of airplane building cannot be made until America is dotted with landing fields . . . there is no money in Washington (for this) . . . the flying fields of America will, in all likelihood, be built by American cities. This seems to be the logical course of development. . ." (The first municipal airport in the U. S. was dedicated at Atlantic City, N. J. on May 3, 1919.)

Aircraft production in the U. S. in 1919 was practically at a standstill. Without Government assistance, the wartime aircraft industries could do little more than

The Navy's seaplanes NC-1, NC-3 and NC-4 started out to fly the Atlantic in May 1919. The only one to complete the flight was the NC-4.





This Martin twin-engine bomber saw many 1919 conversions to commercial use. It could fly from Pittsburgh to Washington (175 air miles) in an hour and a quarter.

shut down operations. Glenn L. Martin, in the October issue of U. S. AIR SERVICE, appealed to the Government to support the commercial development of aviation. He said: "The airplane industry is bound to develop, but it will be retarded if other countries are going to be permitted to support it while we lie down and buy in America machines made by them . . . the airplane will do in commercial life just what the automobile did, only the airplane will go much further . . . the new era is here and it is necessary for this Government to recognize it, if it is not to permit itself to be out-classed and put at a hopeless disadvantage by those who are more forehanded."

Part of the struggling industry's appeal to the Government had to do with regulation of the skies. To quote again from Woodhouse, writing in the February 1919 issue of FLYING: "With aircraft flying across continents, going over the highest mountains and carrying over fifty passengers in one flight, and scores of aerial transportation lines being planned, the need of regulations to govern aerial navigation is felt. . ." After referring to the absurdity of State laws which sporadically attempted to cope with this problem, Woodhouse continued: "Federal laws only are sufficient to deal with the situation. The Department of Commerce, which has charge of boat registration and inspection, is no doubt the logical department to have charge of the registration of aircraft, their inspection, and governing their operation . . . an Act will have to be adopted to govern aerial navigation, which will aim to do what the Motor Boat Act does in the case of vessels of not more than sixty-five feet in length." (It appears

that even Woodhouse, a seaplane fancier himself, looked upon the airplane more or less as a motor boat with wings.)

The British Aerial Transport Committee had just drafted an Act to regulate aerial navigation, and Woodhouse, in the above cited article, pointed to this draft as an example for the U. S. to follow.

Air conscious

On February 26, 1919, President Wilson approved and submitted to the House of Representatives recommendations of the National Advisory Committee for Aero-

navics for legislation to place licensing and regulation of aerial navigation in charge of the Department of Commerce. Also, at about the same time, bills were introduced into Congress for a separate Department of Aeronautics (early concept of a U. S. Air Force), distinct from the Army and Navy, and embracing all aerial activities of the Government.

The Government was finally becoming air-minded. Congress, however, took no significant action concerning commercial aviation until seven years later when the Air Commerce Act became law.

On September 19, 1919, the first real American passenger airliner, the Lawson airplane known as the "Millionaire Special," reached Washington, D.C. with fourteen passengers, having flown from New York City in 4 hours and 15 minutes. This was the first multi-motored passenger carrying machine with enclosed cabin to attempt to cross-country flight in the U. S. The Washington flight completed another leg of a cross-country trip which had started a few weeks previously from Milwaukee.

Here then briefly we have the year 1919--a year in which civil aviation was confronted with tremendous problems, yet a year in which aerial records were made one day only to be surpassed the next--a year of fantastic progress for the men with their hearts and heads in the clouds. Forty years ago--1919--a great year which, in our view, deserves recognition as the year of birth of civil aviation in the United States.

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THE IRVING AIR CHUTE CO.

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Specializing in safety parachutes for Balloon, Airplane and Dirigibles

(66)

This ad (FLYING, February 1919) shows the then-hazardous nature of flying. We wonder how Glenn Martin reacted to this ad which treated his bomber so unkindly.



General Services is their main job but getting supplies to Canton Island proved to be something of a problem for (from left), Jack Black, William Jervey and Charles Hersey.

"SHIPPING MAGNATES" AID CANTON'S SUPPLY PROBLEM

One of the FAA's most remote island outposts lies some 1665 nautical miles southwest of the Hawaiian Islands, three degrees south of the equator. This is Canton Island, an American-British condominium, and the largest of the Phoenix Island Group, with a circumference of about 26 miles.

Getting supplies to this coral atoll which juts out of the Pacific Ocean can, at times, prove to be a problem. But even this can be overcome. Take, for instance, the recent maneuver performed by William Jervey, Chief, Special Services Branch, General Services Division, Jack Black, Chief, Procurement Branch, General Services Division, and Charles Hersey, Chief, General Services Division, all in the Region Six office in Honolulu.

For several weeks, an attempt had been made to get some 400 tons of cargo to Canton and the best offer for a chartered tug and barge operation came to some \$30,000. Jack Black wasn't at all happy with this cost and racked his brain for an economical solution. That's when Bill Jervey proved that all the savings in the newspapers aren't limited to the classified pages.

He noted an article about three shiploads of tuna being discharged in Honolulu by the M.S. Santo Maru. The ship, flying the Japanese flag, had picked up its catch in the New Hebrides where it would return empty after the offload in Honolulu. Bill's nimble mind tied in the magic words--craft . . . cargo . . . Canton. . . cheap! He consulted his atlas, plotted an imaginary cruise and came up with the fact that Canton lies on an almost direct line to New Hebrides. Another helpmate that helped prod the now mushrooming maneuver was the

fact stated in the news article that Captain Yokobori, a goateed old salt, was a master of the English language and enjoyed conversing with Americans.

Black, Jervey and Hersey all descended on Captain Yokobori and midst stowage charts, coffee cups, bleaching coral, and fish aroma in the captain's crowded cabin, arrived at one immediate and mutual conclusion. His English had been highly over-rated.

There was the job of transposing metric measures and Japanese symbols to their American equivalent. Then, with much bowing, hand shaking and expressions of good will, the three "shipping magnates" sped to the regional office to open negotiations with the ship's agent.

After frantic calls to the local agent and the ship's owner's representatives in San Francisco, the best bid offered to accept the cargo was \$25,000. But Jack Black was still not content. Since he had an option on the boat, his negotiating wheels started to hum and, after some arguments, he obtained a final figure of \$18,000--a better than \$10,000 saving over the original \$30,000 offer for a chartered tug and barge.

The cargo was loaded and, as the setting sun sank in the West, Captain Yokobori still smiling and bowing, sailed his

ship for Canton with food, vehicles, electronic equipment, generators and last, but not least, mail.

Prop-Jet For NAFEC As Flying Laboratory

The first prop-jet aircraft to fly in the FAA's Bureau of Research and Development experimental fleet will be the Gulfstream. The twin-engine turbo-prop, designed by Grumman Aircraft as a corporate transport, has been leased by NAFEC with an option to buy.

The Gulfstream will be used as a flying test bed for experimentation in air traffic control problems from sea level to 35,000 feet. The interior of the new NAFEC aircraft will be modified to accommodate electronic test equipment.

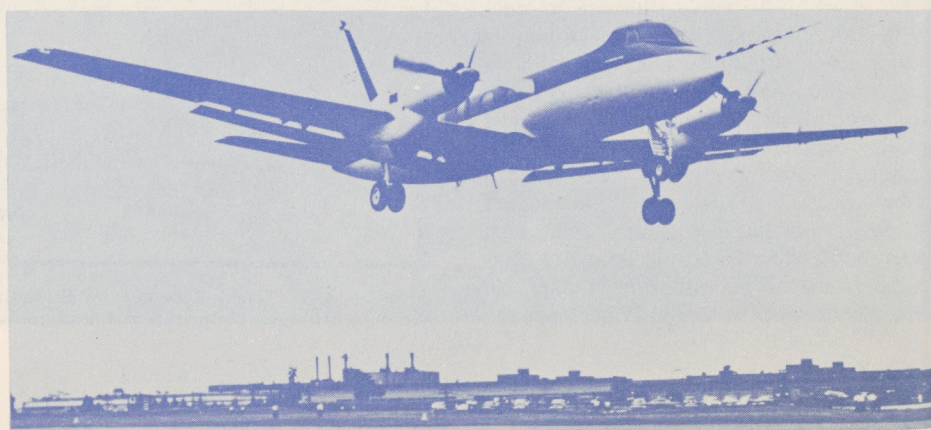
A pressurized cabin enables airborne scientists to perform their duties at a cabin altitude of 5500 feet, without wearing oxygen masks, when the aircraft actually is at 25,000 feet. It is fully instrumented for advanced types of instrument flying and is equipped with weather radar.

The Gulfstream cruises at 357 mph at 14,000 rpm at 25,000 feet. It has a service ceiling of 36,000 feet, a maximum payload range of 1700 miles and a maximum fuel load range of 2200 miles. It is powered by two Rolls Royce Dart prop-jet engines. The aircraft, certified by the FAA in May, spans 78 feet 6 inches. Its length is 64 feet and it stands 22 feet 9 inches high.

A NAFEC team of two experimental pilots, Lee Cranmer and Bernard Hughes, will be checked out in the aircraft during a one-week orientation at Grumman's Long Island plant before it is flown to Atlantic City.

When delivered to NAFEC it will join an experimental fleet which includes Grumman's jet fighter trainer, the F9F-8T; the C-54, the C-131, the C-119, the C-47, the C-45, the Aero Commander and the Piper Tri-Pacer.

Twin-engine Gulfstream will be first prop-jet to fly in FAA's experimental fleet.





Rime ice is a problem and drifts get high around RCAG building on Big Mountain.

On Top of Big Mountain

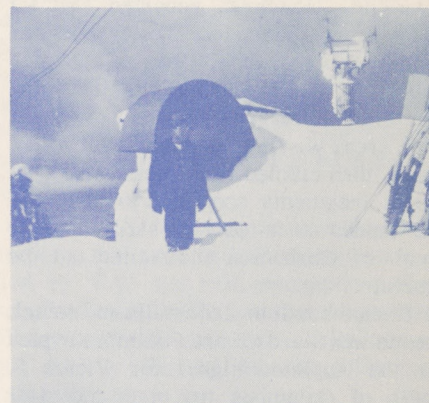
The Whitefish RCAG (Remote Control Air-Ground) transmitting and receiving site is located on top of 6700-foot Big Mountain north of Whitefish, Montana. With winter coming on, the men assigned to maintain this site (like those shown in these photos taken earlier this year) will face rugged terrain and driven snow which will complicate access problems. A "traverse" is chosen with extreme care because wind can throw five-to-eight-foot snow drifts across a trail in a few hours. The buildup of rime ice makes antennas, power lines, and trail markers subject to wind damage. Snow depth on the mountain doesn't mean too much as far as travel is concerned, since any travel--either by vehicle or

snowshoe--is on top of the snow. A saying at Big Mountain seems to justify all transportation problems encountered during the winter months--"If it doesn't stay on top, it doesn't travel." The Whitefish RCAG, but one of a number of RCAG peripherals maintained by the FAA, ties into and is controlled by the Great Falls, Montana ARTC. There are other peripheral sites, of course, which dot the nation's landscape, and are used by ATCs to provide VHF communications to aircraft by remote control. In this case, all conversation carried on between the pilot of a plane flying over the Whitefish RCAG and the controller in Great Falls would be done by remote control from Great Falls through the Whitefish peripheral.

When the 4-pontoon "Tucker" cab approaches a 40 degree tilt, an electronic specialist becomes the counter-balance. Standard equipment in snow machine is a "tilt meter."



A sharp turn along the trail. The present winter trail is the result of 15 years of local experience--the last four years with the aid of a "Tucker" 4-pontoon Sno-Cat.



Beneath the snow, the man and exhaust vent, is the RCAG building. Skis and snowshoes are the main mode of transportation. (Below) Even the Sno-Cat, pulling a ski trailer, needs help at times. The trail up Big Mountain keeps to the ridge tops.



A Matter of Viewpoint

In aviation, viewpoint can change considerably--and a great deal depends upon whether you are the pilot of a Piper Tri-Pacer lost, and looking for a place to land in the dark, or a radar controller in a Control Tower. For the pilot there is the threat of impending disaster. But if you are the radar controller on the ground, and have this plane on your scope and are in direct radio contact with the pilot--from your viewpoint, directing him to the nearest landing field is for you a routine affair. It happens to you often. But it may have never happened to him before.

To show the viewpoint of a grateful pilot, here is a letter which was received in the Washington office:

"This letter is to report an incident of flight in which I was introduced to the excellent service of control tower personnel in the Cincinnati area.

"On Sunday, August 16, I flew a Piper Tri-Pacer, N2743F, from New York to Cincinnati, leaving Flushing Airport at 1100 with frequent stops en route for refueling. Johnstown reported that we could expect scattered showers on our route. At Coshocton, Ohio at approximately 1600E a large thunderstorm manufactured itself quickly and covered a wide area. We flew wide around it to the north, then circled back southwardly but storm fragments continued to generate. We landed at a private strip 3 miles south of Coshocton and waited out the storm.

"Thence south to Zanesville and refuel, thence westward toward Columbus to pick up the Appleton signal for Victor 5. South of Columbus my omni indicator began to wobble in an unreliable manner and I attempted to navigate by compass. Darkness descended suddenly, the omni indicator floated and a southwesterly wind all combined to put me in the 'temporarily misplaced' classification.

"At this point I called for Greater Cincinnati's assistance on the 121.5 channel. I received immediate acknowledgment and was guided to Cincinnati Lunken for landing. My receiver gave a mushy reception and I had to ask that instructions be repeated again and again until understood.

"Here I should like to say that my fatigue and poor reception could have irritated any other than the personnel in the towers. My family and I extend our sincerest gratitude to the man at Greater Cincinnati who patiently and politely guided me to Lunken, and to the Lunken tower man who cut in at the proper time to give me landing clearance.

"It is an unforgettable example of deal-

ing with personnel who know what they are doing. /s/ Edgar S. East."

Here is how the incident, described in a routine manner, was reported by radar controllers Richard Hellmann and Thomas J. Suter at the FAA's ATCT at the Greater Cincinnati Airport.

"At approximately 0052Z, Tri-Pacer 2743P called Cincinnati Tower on 121.5 requesting assistance in determining his position. The pilot advised that he was en route from Flushing, New York, to Hamilton, Ohio, and had become 'temporarily misplaced' due to the necessity for deviating around thunderstorms en route.

"Upon initial contact, the VHF/DF was brought into play and gave a bearing of 090 degrees from Greater Cincinnati. The aircraft was VFR at 3100 MSL. After a series of identifying turns, Cincinnati radar determined the position of the aircraft as 25 miles east of the airport. The aircraft was then vectored from that position to Lunken Airport, where landing was accomplished at 0116Z."

Pain Removal Remedy For Paying Taxes

Although income tax time is still six months away, no doubt there are many who can recall only too vividly that the last April 15th deadline caught them, shall we say, a little short? This article isn't going to tell you how to get out of paying your taxes. But it can help provide a solution as to how you can cushion the shock come next income tax time.

If you found that the withholding taxes were insufficient to cover the total amount due the Federal Government, you may be interested to know that it's possible to have more than the standard amount deducted from your bi-weekly paycheck. This procedure can be used, even with the normal tax withheld, if you

still find that you owe a large tax bill each spring.

How is this done? It's easy. To increase the amount of money taken from your check for Federal income tax, get a Treasury Form W-4 (Employee's Withholding Exemption Certificate) from your payroll office, fill it out and claim no dependents and no exemptions. When completed and filed with the payroll office, it will cause the maximum standard deduction of 18 percent to be withheld.

If the maximum amount is still not enough to cover your tax, you may further increase the amount to be withheld by adding "plus \$5," "plus \$10," and so on in multiples of \$5, after the "total number of exemptions" block, item 5, on the form.

With this notation, your payroll office will withhold the indicated additional amount from each bi-weekly paycheck. You may increase or decrease the additional amount at any time by filing a revised Form W-4.

There is one thing to remember, however. If you are in one of the States that sets its withholding tax at a percentage rate of the Federal income tax withheld, then your state tax will be increased proportionately with the increased Federal tax withheld. In other words, if you now have \$50 withheld bi-weekly in Federal taxes and your state calls for a proportionate 10 percent withheld for state taxes, five dollars is being withheld for the state. Should you go ahead and increase the withholding Federal tax to say, \$100, then the amount of state tax being withheld would go up to \$10.

But even if this happens, you can breathe that great sigh of relief in knowing that when the next April 15th deadline rolls around, you'll be gettin' instead of givin'.

LET'S MAKE FAA'S FIRST UGF CAMPAIGN A SUCCESS

This is the season when each of us is asked to do his part in the community campaign to finance the various community services such as aid to the homeless, the aged, the handicapped and stricken, and others who need a helping hand.

Administrator Quesada has accepted the chairmanship of the United Givers Fund Campaign for FAA. Arvin O. Basnight has been designated Vice-Chairman. The 1959-60 campaign is getting underway and is under the leadership of the Honorable Neil H. McElroy, Secretary of Defense.

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