

FLY BY

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

February-March 1961



Administrator Najeeb E. Halaby is shown taking oath of office March 3, 1961. Witnessing the White House ceremony were President John F. Kennedy and the Administrator's mother, Mrs. Laura Halaby. The oath was administered by White House Assistant Administrative Officer Carson Howell.

Responsibility Cleared

The FAA has completed its program to consolidate responsibility for developing and improving air navigation, traffic control and related systems. This unification was achieved by clarifying responsibilities of the Bureau of Facilities and Materiel and the Bureau of Research and Development.

In the future Bureau R&D will be fully responsible for all research, development, modifications, improvements, testing and direct supporting activities related to planned and installed air navigation, traffic control and communications equipment, facilities and systems needed for the safe and efficient use of airspace.

Bureau F&M will procure, install, and maintain equipment and facilities that are approved for use in the common civil-military traffic control system. It will also provide such engineering services as may be required in immediate support of these responsibilities. It will continue to administer the Federal-aid program for constructing airports and related airport activities.

Requirements for improvements or modifications in the command air traffic control system will be referred to Bureau R&D. This bureau will substantiate the need for any changes or innovations and develop and test such changes to assure that they adequately meet system needs. It will also obtain necessary approval for the inclusion of changes in the system.

This action averts the possibility of duplication and inefficiency that would inevitably have occurred without such a clarification. The consolidation will give greater assurance that users of airspace are provided with uniform navigational and related aids. It will permit fuller concentration of efforts in developing improvements.

FLY-BY

Editor

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Najeeb E. Halaby Sworn In; Takes Over Reins of FAA

Najeeb E. Halaby, who was named Administrator of the Federal Aviation Agency on January 19 by President Kennedy, was sworn in as the Agency's Administrator during ceremonies held at the White House on March 3.

Najeeb E. Halaby, one of America's pioneers of the jet-age, who has a long and varied career in all phases of aviation including government, military and private industry, was named principal aviation advisor to President Kennedy and Administrator of the Federal Aviation Agency on January 19, 1961.

Mr. Halaby is a pilot, lawyer and financial consultant, a former government official and executive of industrial corporations. He was one of the original group which outlined proposals for the creation of the FAA and was a Navy test pilot for the first American-made jet airplane.

In announcing his appointment as FAA Administrator, President Kennedy said in part: "We have looked for the best qualified and professionally competent man. We have found him in Jeeb Halaby of Santa Monica. He reports directly to me and will be my principal aviation advisor and Administrator of the Federal Aviation Agency."

Mr. Halaby began his career in 1933 when, at the age of seventeen he secured his student pilots license. He later bought and flew his own plane. He continued flying and in 1940 put his love for flying to practical use when, after civilian pilot training, he became a commercial pilot instructor for the then Army Air Corps. Later he joined the Lockheed Aircraft Corporation as a test pilot and in 1943 he joined the Navy.

As a naval aviator, Mr. Halaby organized and established the Navy's first Test Pilot School and acted as the School's chief instructor. He established two aviation "firsts" as a Navy pilot. He flight tested the first American jet plane--the Bell P-59, and later made the first continuous transcontinental jet-powered flight.

After the war, Mr. Halaby joined the State Department as an Aviation Intelligence Officer and later became a Foreign Affairs Adviser to the Secretary of Defense. He was also first chairman of the North Atlantic Treaty Organization (NATO) Military Production and Supply Board and, in 1950, joined the Economic Cooperation Administration (ECA) as special assistant to the Administrator. He returned to the Defense Department two years later and served as Deputy

Assistant Secretary of Defense for International Security Affairs.

Mr. Halaby's Washington service included responsibilities as vice chairman of the White House Aviation Facilities Study Group--the organization that recommended the creation of the Federal Aviation Agency.

Such was the quality of his government work that he was selected in 1953 by the U. S. Junior Chamber of Commerce for the Arthur Fleming award as the "outstanding young man in Federal Service."

In addition to his career in aviation, Mr. Halaby has been active as an attorney, businessman and financier. Until his appointment to the FAA, he directed his own law firm, N. E. Halaby and Associates in Los Angeles, Calif., and was President of American Technology Corporation, a technical ventures group. He also had previously served as an associate of Laurance Rockefeller and was a member of the Rockefeller Brothers Foundation Study Panel. During 1957-59, he was Executive Vice President and Director of Servomechanisms, Inc. Immediately prior to joining FAA, the new administrator was Secretary-Treasurer of Aerospace Corporation--a firm that is principal technical adviser to the Air Force missile and space program.

Mr. Halaby was educated at Stanford University, (AB in 1937) the University of Michigan and Yale University (LL.B in 1940). He is a member of the bar in California, the District of Columbia, and the Supreme Court of the United States.

An eager hunter, tennis player and golfer, Mr. Halaby is a former captain of the Stanford Golf Team.

He is a member of the Board of Directors of the Flight Safety Foundation, Society of Experimental Test Pilots Town Hall of Los Angeles, Aero Club of Southern California and Quiet Birdmen.

He maintains membership in the Metropolitan and Chevy Chase Clubs in Washington and the California Club and Beach Clubs in Los Angeles.

Mr. Halaby was born in Dallas, Texas (November 19, 1915) and is married to the former Doris Carlquist. They have three children, Lisa, Christian and Alexa. Their West Coast residence is Santa Monica, California.

FAA Absorbs Military FS Functions

The FAA and the Air Force have announced jointly the transfer of military flight service functions from the Air Force to the FAA. This will be for all military aircraft operating within the continental United States and in oceanic areas. The transfer was completed in February.

The transfer directly involves 180 of FAA's 414 Flight Service Stations, with other FAA stations providing support as necessary. Under the transfer, the Air Force will deactivate six Military Flight Service Centers manned by approximately 500 men of the USAF Airways and Air Communications Services.

Functions of the military centers will be absorbed by FAA facilities with little, if any, increase in FAA personnel.

Deactivation of the AACS centers also cancels the need for landline communications equipment used by the Air Force for transmitting aircraft movement messages between the centers and some 370 military bases of operation throughout the country. This will save the Air Force nearly \$2 million annually.

In effect, the FAA stations will be performing services for military pilots similar to those furnished general aviation pilots. The new functions will require the stations to route all military aircraft movement messages originated by military bases, plus other categories of traffic, to destination bases. From four to six million flight service messages a year are expected to be handled by FAA facilities under the transfer.

FAA flight service stations will perform the following functions under the new program: transmission of flight plan messages from point of departure to destination; transmission of in-flight advisories on weather, airport hazards, etc.; communications searches for overdue aircraft; filing of incident reports and alleged violation reports; servicing miscellaneous operations messages. In addition, FAA Air Route Traffic Control Centers will assume responsibility for relay of air defense alerts and for direction finder net control to assist lost aircraft.

Flight service functions concerning flight plan approval and weather briefings will be retained by the military. The Air Force has granted clearing authority to all its pilots when they depart airports not having a military clearance capability.

The first phase of the transfer of military flight service functions took effect on December 15, 1960 when FAA

assumed responsibility for these functions, except for clearance authority and weather briefing, from two of the six Air Force centers located at Lowry Air Force Base, Colorado, and Wright-Patterson Air Force Base, Ohio. These centers closed officially February 1, 1961.

To assist the FAA in accomplishing a smooth transition into the new system, a skeleton force of fully qualified USAF military flight service personnel will remain on 24-hour duty for 45 days after AACS relinquishes its military flight service responsibilities.

Transfer of functions from the four remaining AACS centers at Hamilton AFB, California; Maxwell AFB, Alabama; Carswell AFB, Texas; and Olmsted AFB, Pennsylvania got underway February 15. These centers are scheduled to cease official operations April 1, 1961, ending a responsibility AACS has had since October 1956.

The assimilation of military flight services by the FAA is part of an overall FAA-Department of Defense plan, labeled "Project Friendship," first announced by the FAA in September 1959. The plan, based primarily on economic considerations, calls for FAA assimilation of certain functions and services common to the operations of both agencies which are now being handled by the military. Specifically, these involve the areas of military controller training, military flight services, flight inspection of military air navigational aids, and military air traffic control services and facilities.

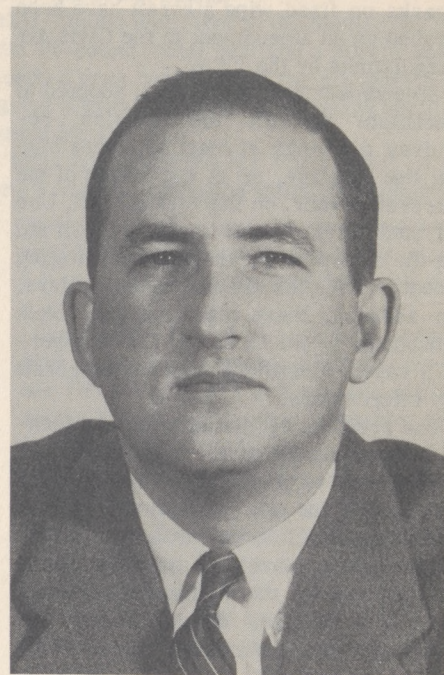
Cooperative Action Returns More Airspace

A total of 15,213 square miles of restricted and prohibited airspace was returned to public use during 1960 as a result of FAA airspace actions taken in cooperation with military and other Federal government agencies.

The 1960 year-end figure of restricted and prohibited airspace stood at 123,739 square miles, compared to 138,952 square miles a year ago.

At the present time, there are 35 restricted areas totaling 37,257 square miles which are designated as joint-use areas. These restricted areas are located throughout the continental United States, Alaska, Hawaii, Guam, and Puerto Rico.

David M. Munson Named Dep. Director Of NCA Bureau



David M. Munson

David M. Munson has been named Deputy Director of the Bureau of National Capital Airports and has assumed his duties. The announcement was made by G. Ward Hobbs, Director of the Bureau.

The Bureau is responsible for the operation and maintenance of Washington National Airport and the construction of Dulles International Airport, now being built at Chantilly, Va.

Mr. Munson has been Chief of the Program Management Division of the Bureau of National Capital Airports since October, 1959. Previously he had been Assistant Budget and Finance Officer in FAA and the former CAA. His Government career began in 1948 with the Civil Service Commission in Washington, D. C. In 1949 he joined the Bureau of the Budget in the Executive Office of the President where he was a Budget Examiner at the time of his transfer to CAA in 1956.

The new Deputy Director is a native of central Illinois, where he attended high school at Windsor and was a student at Illinois College in Jacksonville, Illinois, in 1941-1943. During World War II he saw combat with the U. S. Army in the Philippines and Okinawa. After the war he attended the University of Chicago in the Social Sciences Division and did graduate study in economics and Political Sciences until he came to Washington in 1948.

Uniform Standards For Aircraft Marking

Uniform standards for identification marks on fixed wing aircraft have been issued as an amendment to the Civil Air Regulations by the FAA.

Amendment 1-4 of the CAR, adopted to facilitate aircraft identification, requires markings at least 12 inches high on the fuselage, or at the option of the aircraft owner, on the vertical tail. Use of such 12-inch side markings will aid in the control of air traffic by facilitating identification for air traffic controllers. In addition, these markings have been advocated by the U. S. Air Force to permit easier identification of civil aircraft by interceptors.

The previous regulation required identification marks on the right upper and left lower wing surfaces, and smaller marks on the tail. An optional rule in effect since 1955, permitted the omission of wing marks, if markings on the tail or side of the fuselage are at least 12 inches in size. Aircraft marked according to this permissive rule meet the new requirements and will require no modification.

The amended regulation, provides a 5-year period until January 1, 1966 for compliance with the new regulation, except that all aircraft on or after January 1, 1962, which are newly marked or completely remarked, must conform to the new standards.

Advance Education Underway at NAFEC

An Evening College Program offering advanced education to the FAA's Bureau of Research and Development Center personnel stationed at Atlantic City was launched during February.

Bureau officials initiated the college program under the sponsorship of the U. S. Department of Agriculture Graduate School. Classes began on February 6.

The curriculum initially includes Basic Engineering Mathematics, Calculus, English Composition, Principles of Statistical Analysis, Principles and Practice of Management, Programming Techniques for General Purpose Electronic Digital Computers--Scientific Applications, Technical Report Writing, Introduction to Experimental Design, High School Refresher Mathematics, and Elementary Russian.

The efforts to expand the program into a fully accredited, degree-granting program will continue, as will also the Center's cooperative effort to support the attempt being made to establish a Community College for Southern New Jersey.

The program at the Center is under an Education Committee composed of C. M. Russell, H. A. Budde, W. A. Dienhart, H. V. Hermansen, E. E. Wood, H. Giesecke, and Dr. H. R. Van Saun.

Veteran Employees Retire from Agency

Five veteran employees of the FAA's Washington bureaus retired during January and February. Among them they represented more than a century of service to the government and American aviation.

Those retiring were: Mrs. Octavia Freeman, Bureau of Air Traffic Management; Mrs. Gerda Klucken and John C. Morse, Bureau of Flight Standards; and Wilbur G. Stewart and Charles E. Wise of Bureau of Facilities and Materiel.

Mrs. Freeman began work with the Department of Commerce in 1935. The following year she helped establish the nation's first air traffic control system while serving in the office of the late Earl N. Ward, in charge of that operation. During the following years she worked with various offices of air traffic control.

Mrs. Klucken joined the Department of Commerce in 1929, and, for 32 years worked for the FAA and its predecessor organizations. She put aside her retirement plans so she could train new employees for the move of the Aircraft and Airmen Records Branch to Oklahoma City in March 1960. She returned to work in Washington later that year.

John C. Morse was working in aviation as early as 1917, designing wooden propellers in the quonset-type hangar which now houses the Smithsonian Institution's aviation exhibit in Washington, D. C. He joined the CAA in 1939 and is considered an outstanding authority on propellers. During his lifetime he has seen propellers change from carved wooden sticks to unbelievably complicated metal ones of today's turbo-jet aircraft.

Wilbur G. Stewart entered the Agency in 1939. During World War II he served as Deputy Director of Civilian Pilot Training. This title was later changed to War Training Service. Scheduled to retire last June, he volunteered to remain on duty in connection with a special project involving the evaluation of material functions at St. Louis, Mo. He received a Special Service Award for the latter work.

Charles E. Wise joined the Bureau of Lighthouses in April 1929 and, except for a period of about three months in 1933, served continuously with the FAA and its predecessor organizations. He was awarded the Department of Commerce Meritorious Service Award for outstanding service in February 1957.



Old time air traffic controllers gathered in Washington recently to honor Mrs. Octavia Freeman on the eve of her retirement. They started the nation's air traffic control in 1936, and except for J. H. Huber, are still associated with the FAA. Seated from left: E. R. Mehrling, Mrs. Freeman and J. H. Huber. Standing: H. H. McFarlane; L. E. Warren; H. F. Cole; R. E. Sturtevant; J. V. Tighe; E. A. Westlake; and D. D. Thomas, not a veteran of the group but an early air traffic controller.

Directives in Brief

This listing is intended only to serve for general information and as an index of current Agency Orders, Bulletins, Practices and Practice Bulletins. They all are available to you through your personnel office.

Agency Orders

No. 59 (13 Jan 1961) -- Designates an alternate FAA member of the Inter-agency Group on International Aviation.

No. 60 (16 Jan 1961) -- Emphasizes the importance of sound budgetary practices, to establish arrangements for achieving the most effective use of the budget in Agency management.

No. 61 (19 Jan 1961) -- Establishes an Agency Rules Recodification Program designed to simplify, consolidate, and streamline current aviation safety regulations and other documents by which the Agency exercises its rule-making authority.

No. 62 (24 Jan 1961) -- Delegates authority and responsibility and prescribes FAA policy with regard to Automatic Data Processing.

No. 63 (31 Jan 1961) -- Delegates authority to the Assistant Administrator for Personnel and Training.

Agency Bulletins

No. 61-1 (13 Jan 1961) -- Clarifies assignment of responsibility for the modification and improvement of air navigation, traffic control, communications, and related equipment, facilities and systems.

Agency Practices

No. 11-2 (9 Jan 1961) -- Revision to Designation of Certifying Officers and Cashiers.

No. 1-1 (13 Jan 1961) -- Establishes general policies and standards for the composition and production of correspondence by FAA activities.

No. 3-771 (17 Jan 1961) -- Revision to Section 7e, Employee Appeals and Grievances.

No. 3-430 (31 Jan 1961) -- Provides information concerning the administration of the employee performance rating.

Agency Practice Bulletins

No. 0-23 (23 Jan 1961) -- States the policy with respect to the establishment of telephone procedures in the event of an emergency.

Seven-Month Old Mystery Solved

The mystery of a missing ejection seat from a twin-engine jet bomber, sought by the FAA since the plane crashed on June 7, 1960, was solved last January when a hunter stumbled across it some distance from the crash scene.

Seven months to the day after it hurtled 19,000 feet through the skies over the Naval Air Station Patuxent River, Md., the 80-pound metal seat and a pilot's white crash helmet were found in a densely thicketed area northwest of the air station by Kenneth Berry of California, Md. Realizing the importance of his find, Berry notified Naval authorities who recovered the equipment for the FAA.

The saga of the missing seat began last June when the Air Force RB57-A jet bomber, on loan to the FAA, experienced a cockpit explosion which destroyed its elevator controls.

Piloting the 50,000 pound aircraft at the time was Leslie O. Cox, operations specialist with the High Altitude Inspection and Procedures Section of the FAA's Bureau of Flight Standards. Cox and electronics technician Willis Gresham of that section, were on a flight from Oklahoma City to Andrews AFB, Md., when the blast occurred at 39,000-feet over Greensboro, N.C.

Despite the loss of elevator control, Cox was able to keep the jet airborne by varying his power settings. When the plane's nose would start to drop he would increase power, bringing it up on a level keel. If it started climbing, he would decrease power.

The air station at Patuxent River was chosen for a number of reasons. Located on the Chesapeake Bay about 50 miles south of Washington, the Navy's big air station offered extra long runways, fire fighting and rescue capabilities.

Arriving over Patuxent, Cox began circling overhead while discussing his problem by radio with various authorities on the ground, including the chief pilot of the Martin Co., manufacturer of the jet. An evaluation of the situation indicated that it would be inadvisable to attempt a landing with the plane in the condition that it was.

Putting the bomber on a course that normally would have carried it seaward and away from inhabited areas, he gave the order to eject. As customary in tandem seating, Gresham riding the back seat left the plane first. He was followed seconds later by Cox. Both ejections were uneventful with the exception that Cox's helmet was torn off by wind blast.

Cox relates that he and his ejection seat parted company seconds after it propelled him safely out of the stricken plane. "During my free fall I could see the seat falling slowly to my left. I opened my chute, looked down, and saw this large body of water coming up at me. I later learned that it was the Patuxent River. At the same time I remember thinking that my ejection seat

would probably land in the water also. I was hoping that we wouldn't pick the same spot."

Cox landed in the river a few hundred feet from the air station while his partner Gresham landed in the woods not far away. Outside of a few scratches and bruises, neither was hurt.

Gresham's ejection seat was found the same day near where he had landed. However, Cox's seat, which officials were anxious to recover, seemingly vanished into thin air. They had hoped that by finding the seat they might determine the cause of the initial explosion.

When notified seven months later that the seat had been found by hunter Berry, Cox flew to Patuxent River to identify and accept the equipment for the Agency.

Despite a fall of some 19,000 feet, neither seat nor helmet received major damage. The former was sent to New York for extensive examination, but the crash helmet now rests in a place of honor on the mantel in Cox's home, a memento of his first and -- what he hopes will be -- his last jet ejection.



FAA pilot Les Cox examines his crash helmet and ejection seat found by a Maryland hunter seven months after Cox abandoned crippled jet.

A. Howard Hasbrook Heads CARI Crash Survival Research

The ultimate goal in aviation today is safety in flying to avoid crashes and tragedy. A more immediate goal--survival if a crash does occur. There may be a day in the not too distant future when passengers in a plane that does crash will be able to step out of the wreckage and tell each other about the miracle of survival. However, it won't be a miracle. It will be the end result of careful studies carried out by a group of dedicated men in aviation.

Survival, after a crash is the business of A. Howard Hasbrook, chief of the crash safety section at the FAA's Civil Aeromedical Research Institute at Norman, Oklahoma.

What Hasbrook and his fellow scientists learn may well lead to improved aircraft and safety equipment for complete survival.

The business of living through a crash is not new to Hasbrook. Before taking on his present job he aided in development of the capsule America's space Astronauts will use for their safe trip back to earth.

Just two years ago, Hasbrook received the flight safety award from Aviation Week for his outstanding work in the field of crash safety.

At the CARI quarters, Hasbrook directs research in the field of crash-injury investigation of commercial and light plane accidents, the investigation of factors causing injury in accidents that can be survived, crash testing light planes, collision-force testing of seats, safety belts and other safety devices.

From this research will be developed methods for building into planes the best possibilities for survival.

Hasbrook was a member of the crash injury project at Cornell University for 10 years. He has also acted as a safety design consultant for airlines, aircraft manufacturers and other firms producing aviation equipment.

His interest in survival is not merely academic. He is a pilot and has been for more than a quarter of a century. He taught aviation cadets during World War Two, has done some experimental flight testing, charter and airline piloting.

Terrain Flying

Terrain Flying, a little book for the average private pilot that may someday save his life, has been issued in a revised second printing by the FAA.

Originated in the middle Forties as a pocket-sized compendium of practical hints--and do's and don'ts on flying over the various types of terrain in the United States, the new booklet--still pocket sized--retains all of the solid airman's lore, with interesting, new and additional illustrations. It sells for 40 cents at the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

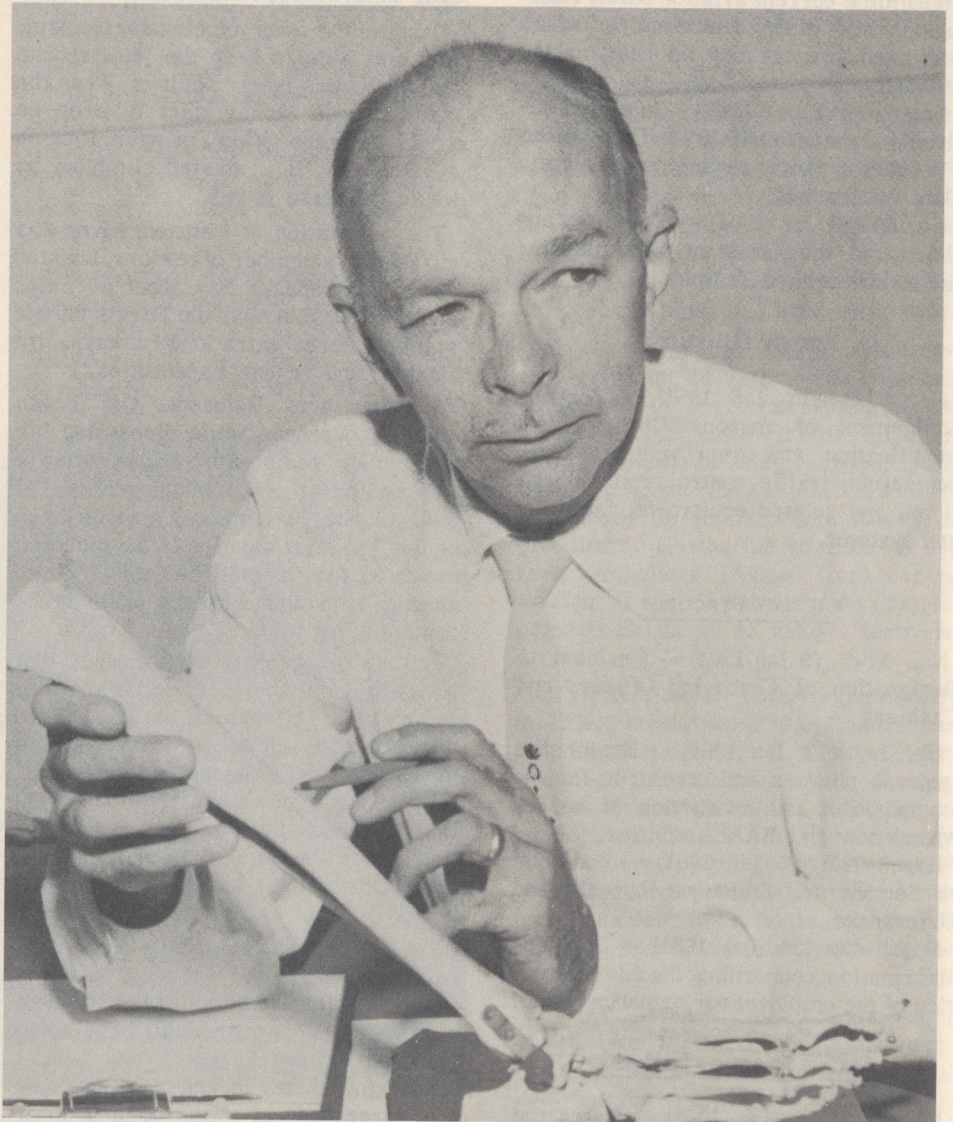
New Incident Report Proposed By Agency

Daily mechanical reports of aircraft, powerplant, or propeller failures and malfunctions by air carriers would be required under an amendment to the Civil Air Regulations proposed by the Bureau of Flight Standards of the FAA.

A proposed amendment to CAR parts 40, 41, 42 and 46 has been issued to the industry by the Bureau which asks for comments by April 20.

Under the proposed rule, the form and content of daily mechanical reports will be more definitely established.

The proposed amendment lists in detail the kinds of failures and malfunctions to be reported and the procedure to be followed.



Survivors of future air crashes may well owe their lives to A. Howard Hasbrook, shown at his desk above, chief of the crash safety section for the FAA's Civil Aeromedical Research Institute, Norman Okla. Hasbrook and fellow scientists conduct research into the field of crash safety.

VETERANS' CORNER

Veterans and their families are asking thousands of questions concerning the benefits their Government provides for them through the Veterans Administration. Here are some of the representative questions the VA receives and the answers it supplies. FLY-BY presents them here as being of possible help to FAAers who are veterans.

Are the families or close kin of veterans entitled to care and treatment at VA hospitals?

No. Congressional action has established VA hospitals for the care and treatment of service-connected veterans, primarily, and then, under certain conditions, for non-service-connected veterans. Families or close kin of veterans are not entitled to any of the benefits of VA hospitalization.

In the event a veteran's widow remarries, she forfeits the pension payments she has been receiving. Does that mean that the veteran's children under 18 also lose any financial benefits they were previously entitled to?

The children are still eligible for payments under certain restrictions of age, etc. Consult the nearest VA office for rates and other information.

I am a veteran but I have never applied for any benefits under the Veterans Administration. Am I required to keep the VA notified of my change of address?

No veteran is required to get in touch with the VA at all. Certain benefits and privileges are established by Congress to help veterans following their return to civil life. You may be eligible for some of these but there is no requirement that you have to apply for or accept them. You might, for your own protection and that of your family, at least inquire into the nature of the rights you still have. But you are not required to do so.

My World War II GI insurance policy, on the endowment plan, matures soon. May I receive the proceeds of the policy in monthly installments for the rest of my life?

No. You may choose one of two payment plans: (1) lump sum, or (2) equal monthly payments ranging from 36 to 240 installments, in multiples of 12.

Those receiving nonservice-connected pension payments from the VA are asked each year to report on their income. What happens if they fail to make this report?

VA must stop pension payments to those who fail to return the annual income questionnaire. Since the law requires that pensions not be paid to those with outside income over certain limitations, VA must know the recipient's income to determine pension eligibility.

Have any of the various bills to re-open GI life insurance to lapsed veterans been passed by Congress?

No. Although several bills with this as aim have been introduced none have received Congressional approval.

On my discharge from the Armed Forces I received a lump sum disability severance payment. Will I have to pay this back to the Government if I am awarded VA compensation for the same disability?

Yes. The law requires that VA monthly compensation payments revert to the Government until the amount recovered is equal to the amount of disability severance pay the veteran received.

Can I get transportation to a VA domiciliary?

As a rule, transportation to a VA domiciliary at Government expense is provided only for the initial admission.

I know a wife may be buried in a national cemetery if her veteran husband is already buried there. But what if the wife dies first?

A veteran who assures cemetery officials that he intends to be buried in a national cemetery may make arrangements for his wife to be buried there if she precedes him in death.

Where does one write to secure information about state bonuses to veterans?

Write to the State Capitol in the state concerned. Do not write the Veterans Administration about state bonuses as they are administered solely by the individual states.

What is the difference between Death Compensation and Dependency and Indemnity Compensation?

Death Compensation is paid to eligible survivors of servicemen and veterans whose death, due to service, occurred before January 1, 1957. Dependency and Indemnity Compensation is paid to survivors of servicemen and veterans who die in service or from a service-incurred disability after that date. Death compensation rates are set by law and vary only according to the number of dependents. Dependency and Indemnity Compensation rates are based partially on the serviceman's or veteran's rank in service at time of death.

Where can I apply for VA domiciliary care?

Applications for domiciliary care may be made by the veteran or by his guardian or representative at any VA office.

Agency To Conduct World Air Symposium

The FAA will conduct an international symposium on aviation research and development in Atlantic City, N. J., as a means of mutually exchanging continuing technical progress in the aeronautical field. The event will be the first in a series of annual meetings to be sponsored by the Agency.

A number of nations have advised that they expect to participate in the 5-day session set to be held April 10-14. Among the countries which have signified intentions of participating are Great Britain, Switzerland, Germany, Canada, Uruguay and the United Arab Republic.

In addition to government officials and educational scientific groups, international aviation organizations such as International Civil Aviation Organization, International Telecommunications Union, International Air Transport Association and International Federation of Airline Pilots Association have been invited to have representatives attend.

The symposium will consist of four days devoted to the presentation of technical papers and subsequent panel discussions. These will pertain to recent research and development accomplishments in the field of air traffic control communications, navigation aids, electronic data processing, airport lighting and marking, and related technical subjects.

The fifth day will be given over to a tour of the Bureau of Research and Development's facilities located at NAFEC where test and experimentation programs are carried out.

Engineering Firm Gets Safety Hook Contract

A \$61,000 contract has been awarded by the FAA to All American Engineering Company of Wilmington, Delaware, to design, install and test a safety tailhook on a KC-135 aircraft--the military version of the Boeing 707 jetliner.

This is the second phase of an 18-month-old FAA program designed to eliminate transport aircraft accidents due to aborted takeoffs and overshoot landings.

The KC-135 tailhook, which will be an AAE-Shaeffer lightweight spring type, will accommodate the jetliner through its entire weight range.

The FAA completed the initial phase of its runway safety program last year.

New Automatic Interchange System Transmits Weather Reports At Top Speed

On January 16, the FAA started transmission of aviation weather information at a speed of 850 words per minute.

The new Automatic Data Interchange System (ADIS) provides FAA with another important tool for use in keeping step with the demands of jet age aviation. With the new system, the Agency will be able to supply the increased amount of weather information required by jet transports as well as other users of the FAA air traffic control and air navigation systems.

With the introduction of the Automatic Data Interchange System, the FAA has increased both the speed and scope of its weather communication service. This service supports all civil aviation and extensive military aviation in the United States, collecting meteorological observations from some 100 stations and distributing them to 2500 points of use. It operates 24 hours a day.

Prime elements of the FAA weather reporting system include: an 850 word per minute circuit connecting five cities, new equipment for feeding information into the high speed circuit and taking off selected information, and a system of "weather areas" covering the nation.

Each weather area will have an Interchange Center. The 850 word per minute circuit connects the five Interchange Centers at Cleveland, Atlanta, Fort Worth, Kansas City and San Francisco.

Within each weather area, transmission of weather information is being increased from 75 words per minute to 100 words per minute with the addition of faster teletypewriting machines and improved wire transmission. This information is fed into the high speed system at 850 words per minute. At each interchange location eight circuits are served with reports being selected from the high speed circuit according to the requirements of each of the eight circuits.

In the new service, weather data gathered several times an hour from each of the standard speed area circuits will be transmitted over the high speed circuit for selective redistribution among the other standard speed lines throughout the country. The low and high speed circuits will "talk" to each other by means of electro-mechanical tape readers and tape punch machines.

At Interchange Centers, electronic devices call originating stations in sequence, classify weather messages by priority, select only those weather mes-

sages required by using stations and deliver them to the area circuits. In addition, the system can handle emergency messages as required.

The new, high-speed circuit will serve Service A, one of the three FAA weather communications networks, designated as Service A, C, and O, each contributing to the safety of air travel. Service C and O at this time will continue to operate at 100 words per minute. In the future C and O will be converted to the high speed concept.

Service A is the most complex of the three and carries the "freshest" or most current weather information. This network serves approximately 2,500 users, including all USWB offices, FAA Air Route Traffic Control Centers, Flight Service Stations, combined station/towers, Army, Navy, and Air Force Bases and private users.

Service C goes to approximately 1000 users and handles a wide variety of weather information. This includes general and specific types of forecasts, upper air conditions, fall-out data and many other kinds. A great many people in the United States make use of FAA's service C weather data through newspapers, radio and television stations.

The third network, Service O is devoted primarily to distributing weather reports and forecasts to and from overseas locations.

Trailer Study

FAA mobile home owners may receive an unexpected break in the future if an Agency proposal now under study by the Civil Service Commission becomes law.

The proposal would increase the current allowance for moving trailer homes under a Change of Duty Station. It is the result of a study initiated by the Chief of Personnel Programs Division following a recent field trip.

Current regulations permit paying trailer owners 20 cents per mile if they have their house trailer moved by a commercial mover and 11 cents per mile if they elect to haul it by private vehicle or other means.

The new proposal would increase the allowance commensurate with current rates.

Monetary Benefits

The following article, written for employees of the Immigration and Naturalization Service, appeared in their January 20, 1961, house organ, INS INFORMATION BULLETIN. It is rewritten here for the information of FAA employees.

In the event of death of an FAA employee, his survivors may derive certain immediate and/or long-range monetary benefits. If the employee owns Federal Employees' Group Life Insurance, that becomes payable. Payments may also be due from the Civil Service Retirement Fund, and/or for Unpaid Compensation.

Employees sometimes overlook the fact that changes in family status -- births, marriages, deaths, etc. -- may call for changes in the designation of the beneficiaries, or in the order in which beneficiaries are listed.

If there is no designated surviving beneficiary, the Life Insurance, Lumpsum benefit, or Unpaid Compensation, payable after death of an employee, will be payable to the first person or persons listed below (in the order shown), who are alive on the date title to payment arises:

1. To the widow or widower.
2. If neither of the above, to the child or children in equal shares, with the share of any deceased child distributed among the descendants of that child.
3. If none of the above, to the parents in equal shares or the entire amount to the surviving parent.
4. If there be none of the above, to the duly appointed legal representative of the estate of the deceased employee, or if there be none, to the person or persons determined to be entitled thereto under the laws of the domicile of the deceased employee.

It is not necessary for any employee to designate a beneficiary unless he wishes to name some person or persons not included above, or in a different order. All unmarried employees, or widows and widowers, should insure that they have current Designation of Beneficiaries on file.

Designations can be made by completing Standard Form No. 54, "Designation of Beneficiary, Federal Employees' Group Life Insurance Act of 1954," and returning it to your Personnel Office. S.F. No. 2808, "Designation of Beneficiary, Civil Service Retirement System" and S.F. No. 1152, "Designation of Beneficiary, Unpaid Compensation of Deceased Civilian Employees," should be filled out and sent to your Payroll Office.

If you have any questions concerning the above, contact your Personnel Office.