

FLY BY

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

April 1961



Miles Scull, Jr. Congressional Liaison Chief



Miles Scull, Jr.

Miles Scull, Jr. was sworn in as chief, Office of Congressional Liaison of the FAA by Administrator Najeeb E. Halaby, on Mar. 15, 1961. Mr. Scull's principal duties will be to keep Congress informed of FAA policies and programs, expediting congressional inquiries and maintaining other necessary liaison services.

Prior to his appointment, Mr. Scull was a veteran staff member of the U. S. Senate Committee on Government Operations, of which Senator John McClellan is Chairman, serving in this position from 1955 to 1961 and earlier from 1950 to 1952. He also served during the 85th Congress as Staff Director of the Senate's Subcommittee on Reorganization, of which President John F. Kennedy, then U. S. Senator from Massachusetts was Chairman.

From 1953 to 1955 he was assigned to the Second Hoover Commission as Assistant to Commissioner John L. McClellan and to former President Herbert Hoover, Commission Chairman. He had previously served on the first Hoover Commission as Assistant to Commissioner McClellan and Assistant for Legislative Liaison from 1947 to 1949.

Mr. Scull was public relations director of the National Fund for Medical Education in New York City from 1952 to 1953, and public relations manager of the Lion Oil Refining Co., in El Dorado, Ark. from 1938 to 1942. He was a reporter, columnist and feature editor on the Arkansas Gazette and the Arkansas Democrat of Little Rock, Ark., from 1934 to 1938.

From 1928 to 1932 he was a commercial pilot, "barnstorming" in Arkansas, Illinois and other states while attending college. He was a Civilian Pilot Training Flight Instructor in Arkansas in 1942, following which he served as a major in the U. S. Air Force during World War II, both as an Air Transport Command pilot and as a public relations officer in the China-Burma-India Theater.

A native of Little Rock, Ark., Mr. Scull received his BA degree from the University of Illinois where he majored in political science. He is the author of a number of Congressional treatises.

Unique Antenna Tested By Agency

A series of flight tests have been launched by the FAA's Bureau of Research and Development on a unique antenna proposed as part of an advanced system designed for the purpose of eliminating mid-air collisions.

When fully developed, the equipment would warn a pilot well in advance of an impending collision from any direction and prescribe a proper escape maneuver. This information could also be fed into a plane's automatic pilot which in turn would execute such a maneuver.

The FAA flight tests propose to demonstrate the adequate coverage and target accuracy of the system's main component. This consists of a specially designed antenna employing a so-called Luneberg Lens for both directional and omni-directional scanning.

The system is expected to provide for automatic exchange of altitude, range and bearing data between aircraft. The antenna may be mounted under a plane's fuselage to lend maximum coverage in all directions.

FAA to Train AF Controllers In Test Course

The FAA will provide air traffic controller training to 20 U. S. Air Force personnel. This will be a prototype program to determine whether the Agency should eventually assume responsibility for training all military air traffic controllers. These controllers would serve at military air traffic control facilities.

The 15-week prototype course has been planned in cooperation with the Department of Defense. It will include 10 weeks of academic and laboratory training in basic air traffic control instruction at the FAA School at the Aeronautical Center in Oklahoma City, and five weeks of radar training at Keesler Air Force Base, Mississippi. It is scheduled to start April 17.

After completion of the course, the Air Force and FAA will jointly evaluate the program to determine costs and the practicality of including military students. The Air Force also may evaluate the effectiveness of this training to Air Force use.

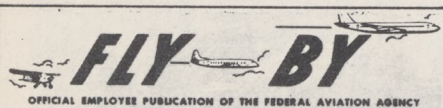
Purpose of the prototype course is to determine if a combined program will be more economical and efficient as well as provide a greater degree of standardization in the basic air traffic control training of new personnel.

Polio Immunization

The FAA's Bureau of Aviation Medicine has taken cognizance of the apparent controversy reflected in recent newspaper articles concerning the effectiveness of the Salk polio vaccine. The following statement reflects the official position of the U.S. Public Health Service.

"Poliomyelitis vaccine, as manufactured and used in the U.S., has been shown to have an epidemiological effectiveness of better than 90 per cent in the case of persons who have had four doses and better than 80 per cent in the case of persons who have had three doses. These findings are supported by an analysis of the potency of all vaccines produced since it was originally licensed in 1955."

FRONT COVER • Japanese cherry blossoms, a sign of spring in the Nation's capital, are admired by FAAer Miss Patricia Cammack.



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FEDERAL AVIATION AGENCY

Washington 25, D.C.

OFFICE OF
THE ADMINISTRATOR

March 3, 1961

DEAR FELLOW AIRMAN:

Today, in President Kennedy's office, I was sworn in as Administrator of the Federal Aviation Agency. As one of my first steps, I want to express, through this informal letter, my interest in you and our common role in the future of aviation. We should consider two ideas together: first, the FAA is an organization dedicated to serving the aviation needs of the entire Nation and all of its citizens; second, the responsibilities inherent in aviation fall not only upon those of us who serve in government, but upon you as a member of the aviation community. We must work toward law and order as well as for freedom and enjoyment in the air.

I want to assure you that I will do my best to see that the FAA fulfills its obligations to you and to the public as prescribed by the President, the Congress, and the courts. In doing this, I urge you to join me in a cooperative effort of sharing ideas. I will welcome, and every FAA employee should welcome, your suggestions as to how we can better serve the particular phase of aviation in which you are interested. I would like to urge that you give thought to the ways in which you feel we can cooperate. New methods of serving our common cause can and will be discovered. Give us your ideas, not just your gripes. In anticipation of a generous response to this request, it will not be possible to acknowledge personally every letter; however, I assure you that every suggestion and idea will receive thoughtful review and careful consideration.

During the coming weeks I will announce some specific methods through which I hope to see more effective participation by the aviation community in the activities of the FAA. As these develop, I trust that I may count on your vigorous and productive assistance. In turn, I shall do my best to insure that all interested persons are kept fully informed of our plans and our problems.

To paraphrase President Kennedy's statement, I am hopeful that you will be alert to ways in which you can serve aviation, rather than simply the way aviation can serve you. With such an approach, the understanding and cooperation essential to continuing aviation progress will be assured.

Sincerely,

N. E. Halaby
N. E. HALABY
Administrator

The above letter from Administrator Halaby represents some 287,000 mailed to airmen. It was sent to student, private, commercial and airline pilots, as well as individual aircraft owners.

April 1961

Exhibit Dispenses Facts and Figures

The following are questions and answers which were taken from the communications exhibit pictured on this page.

Q. What is Traffic Control?

A. A service to promote the safe, orderly and expeditious flow of air traffic.

Q. How does the FAA separate aircraft in flight?

A. By allocating a block of airspace to each controlled aircraft.

Q. Who allocates airspace and controls air traffic?

A. FAA's Bureau of Air Traffic Management.

Q. How is air traffic managed?

A. Through towers, Traffic Control Centers, and Flight Service Stations.

Q. How many Air Traffic Control towers are there in the U.S.?

A. 223-control aircraft within radius of about 20 miles.

Q. How many Air Traffic Control Centers are there in the U.S.?

A. 33 control traffic from one tower area to another.

Q. How many tower and center controllers has FAA?

A. 17,000

Q. How many Flight Service Stations are there?

A. 419 in the U.S.

Q. What is meant by Instrument Flight Rules weather?

A. Pilots must use navigational instruments and follow traffic control instructions.

Q. How many Instrument Flight Rules flight plans were handled by FAA in 1960?

A. 3,535,072

Q. What is meant by VFR?

A. Pilots fly by visual reference to landmarks on a "see and be seen" basis.

Q. What is the extent of the Federal Airways system?

A. 215,800 statute miles.

Q. How many miles of communications facilities are leased by FAA from telephone companies?

A. 350,000

Q. Where is radar used in air traffic control?

A. For airport departures and approaches and for en route control.

Q. Must military aircraft observe FAA's flight rules?

A. Yes, except where specific waivers have been granted.

Q. How often are weather advisories made available?

A. Whenever necessitated by changing weather conditions.

Q. What other aids do the FAA provide for pilots?

A. A network of navigation aids giving continuous directional guidance.

Q. Which is the busiest airport in the U.S.?

A. Midway, Chicago. 376,030 take-offs and landings in 1960.

Letter of Thanks Written by FAAer

The following is a letter which was written to Mr. James T. Pyle, Deputy Administrator, by Mrs. Blanche Noyes, one of the three FAA employees nominated for Federal Woman's Awards.

Dear Mr. Pyle:

It is with mixed emotions that I write this letter—happy, yes, for the six recipients of the first Federal Woman's Awards, but sad because the Federal Aviation Agency's nominees were not in the top six.

I want to thank you for the honor that you bestowed upon me by selecting me as a Federal Aviation Agency nominee for the first Federal Woman's Award, for indeed it was a great honor to be one of 73 chosen out of 25,500 eligible women in the United States Government service. While there will be no scroll to hang on the wall for this honor, the fact that I was chosen by the men and women with whom I work will be indelibly written in my heart.

To have been selected as one of the top six women in Government service would have been wonderful but working for the FAA is like virtue—it is its own reward and I am grateful for being a part of aviation. To have had a ring-side seat for 32 historic years is like sitting on the moon and watching the world grow in population and shrink in size because of the airplane, electronics, and FAA. It has been most gratifying to have known and worked with thousands of men and women whose names may not go down in aviation history, but whose contributions have been, in a great measure, responsible for making this country great. So you see, personally, I have not lost but won.

My eternal thanks to everyone who was connected with my nomination for this high award.

Most sincerely yours,

/s/Blanche Noyes
Chief, Air Marking Staff
Bureau of Facilities and
Materiel



Push-button answering service of new traffic management exhibit recently on display in main lobby of FAA's Washington headquarters is examined by Mrs. Arline P. Hollowell (left) and Miss Beverly Douglas of Management Services. Exhibit's questions and answers are given above.

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, that are available through your personnel office.

Agency Orders

No. 64 (23 Feb 61)--Delegates to the General Counsel, Deputy General Counsel, all Associate General Counsels, and all Regional Counsels certain authority of the Administrator under Title III of FAA Act of 1958 relating to the conduct of hearings and investigations.

Agency Bulletins

No. 61-2 (6 Feb 61)--Supplements the provisions of Agency Bulletin 60-17 by (1) authorizing the establishment of 22 Area Offices at specified locations, and (2) prescribing the Agency's Regional boundaries for Area operations.

No. 61-3 (9 Feb 61)--Amends Agency Bulletin 60-17 with respect to effective dates pertaining to transfers of certain activities in Colorado.

Agency Practices

No. 10-4 (3 Feb 61)--Prescribes policies, procedures, and responsibility for administering Agreements to Continue in Service in the FAA in accordance with the provisions of the Government Employees Training Act, Executive Order 10800, and the regulations of the CSC.

No. 1-8 Revised (7 Feb 61)--Outlines the FAA routing symbol system.

No. 4-4 (10 Feb 61)--Defines the responsibilities of Agency contracting officers and others in the administration of contracts.

Practice Bulletins

No. 2-3 (6 Feb 61)--Prescribes per diem rates for temporary duty at NAFEC when lodgings in Government facilities are utilized. The provisions of this Bulletin will not apply when regular commercial lodgings are used entirely during the temporary duty at NAFEC.

No. 2-4 (6 Feb 61)--Prescribes basic guidelines as to Agency policy applicable to the shipment of household goods and personal effects when an employee's official station is changed.

No. 1-3 (13 Feb 61)--Supplements current instructions governing administrative telegraphic communications, Agency Practice 1-10, to assure the expeditious processing of telegraphic communications of an emergency nature.

\$4,000,000 STRUCTURE

Jet Age Hotel Planned For New Dulles Airport

There's going to be a four million dollar, 200 room hotel built to serve Dulles International Airport. Builders and operators of the structure will be the Airway Hotel of Washington, Inc., of Miami, Fla.

According to G. Ward Hobbs, Director of FAA's Bureau of National Capital Airports, the hotel will incorporate advanced design features. It will be in the form of a "T" and overlook a man-made lake. Features of the Dulles hotel include a glass enclosed swimming pool, a restaurant on the roof overlooking the airport and six large banquet rooms.

Guests of the five story, modern structure will be assured of absolute quiet because each room "floats" with respect to the surrounding walls and ceiling. Interior walls of the room will be placed six inches inward from the exterior walls and isolated from the masonry, floor and ceiling by neoprene pads. All windows will have aluminum frames set in neoprene, and the exterior glass of the windows will be set at a five degree angle with an eight-inch space between the exterior glass and a special inner glass having two panes bonded

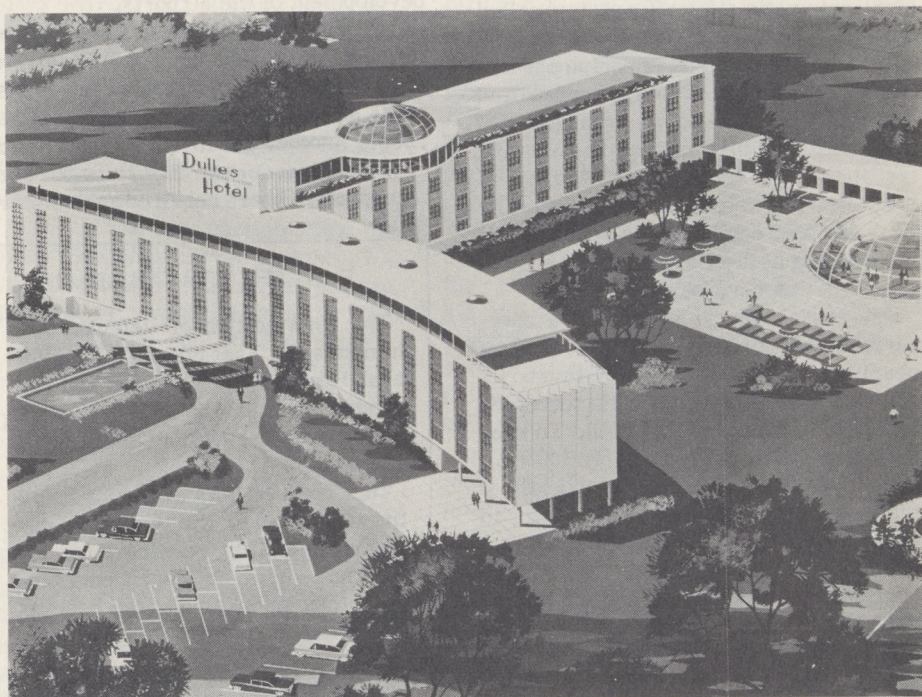
together with air space between them. The building will be completely air-conditioned.

Plans call for a deluxe suite to be called "The Presidential Suite" which will offer accommodations designed for statesmen from all corners of the world. Located on the top floor at the end of one wing, it will contain three bedrooms, a living room, a dining room and kitchen.

The plan for the six banquet rooms on the first floor will provide for conversion into one huge room, seating 780 persons. Four of the rooms will be 30 by 40 feet, while the other two are to be 24 by 26 feet in size.

Large glass roofs in the shape of a dome will cover the top floor restaurant and the swimming pool. In summer weather half of the swimming pool dome can be opened.

The hotel will be located on the north side of the access highway about one-half mile north of the terminal building. Ten acres have been set aside for the hotel while the lake covers more than twenty acres. All costs for the building itself will be borne by the contractor and the hotel will not require public funds.



Architects drawing of proposed Dulles International Hotel. Among its many features will be a glass-domed restaurant shown on roof and domed swimming pool which can be seen at the right.

Second Annual Report

The FAA's second year was highlighted by the expansion and continued progress toward the automation of its air traffic control system according to the Agency's Second Annual Report. The report, covering calendar year 1960, was submitted to the President and the Congress.

During 1960, FAA traffic control center buildings were completed at Oakland, Atlanta, Cleveland, and Jacksonville. Construction on new buildings also was started for the Indianapolis, Kansas City, Fort Worth, Chicago, Salt Lake City, Seattle, Memphis, Minneapolis, and Denver air route traffic control centers. In addition, sites for new center buildings were selected for the Boston (Nashua, New Hampshire); New Orleans (Slidell, La.); Washington (Leesburg, Va.); Los Angeles (Palmdale, California); and New York and Miami centers.

By the end of last year, nearly 18,000 FAA traffic controllers were operating a total of 646 air traffic control facilities. These included 228 airport control towers, 339 flight service stations, 35 air route traffic control centers, 34 military radar approach control centers, and 10 international air communications stations.

Calendar year 1960 also saw the delivery of the first components of a new semi-automatic air traffic system called the Data Processing Central. This computer and its associated equipment will print flight progress strips, update and memorize information, exchange such information with other traffic control facilities and warn the controller of possible conflicting flight plans. The first of these computers is scheduled to be installed at the Boston traffic control center in October, 1962.

The annual report notes that a comparison of figures for June, 1960 show nearly five times as many civil turbo jet aircraft were in service while scheduled jet flights increased eightfold. To keep pace with this increase, nearly 100 FAA safety inspectors received special jet training and were awarded ratings in various types of turbine powered aircraft. At the same time the Agency purchased two four-engined jet transports to be used in future training. Two additional jet planes were also authorized for use in FAA's flight checking of its air navigation facilities. FAA jet pilots will use the new aircraft to test

the signals from these facilities at the high altitudes at which the civil jet fleet operates.

During 1960, FAA engineers and test pilots tested, evaluated and awarded type certificates to thirty-six new type aircraft. The type certificates were issued to twelve new transport planes, 18 personal aircraft types, five helicopters, and one glider. Agency engineers also participated in the initial phases of the development of new types of VTOL (vertical takeoff and landing) aircraft. Other Agency planners also began work leading to the preparation of plans for a new supersonic transport designed to operate at three times the speed of sound.

The Second Annual Report notes the expansion of activities of FAA's Aeronautical School in Oklahoma City where more than 6,000 Agency employees completed aeronautical courses. An additional 8,400 FAA employees took correspondence courses and 622 received facilities training from sources outside the Agency.

The Agency also during 1960--in keeping with its responsibility for fostering and developing civil aviation--approved 375 airport aid projects for local communities totaling more than \$81,000,000 in Federal funds. The Federal funds are matched by the communities for the development of the airports.

Also during the past year, the FAA put into effect several new major Civil Air Regulations. One required that air transports be equipped with airborne weather radar. Another specified the installation of flight recorders on all turbine powered transports. Others required greater car-

rier co-pilot proficiency, and a measure of instrument familiarity for new private pilots and the requirement that the pilot at the control of high altitude turbine powered aircraft shall wear and use an oxygen mask at all times when flying above 30,000 feet.

In enforcement action, the Agency during 1960 processed 5,000 violation reports and took action in 4,000 of these cases.

FAA continued close coordination with the military services during 1960 to insure that essential military operations were integrated into the overall air traffic management system with maximum safety and efficiency. During 1960, mass movements of military aircraft were accommodated in altitude reservations, and in-flight refueling of military aircraft was conducted in designated high altitude areas so located as to constitute minimum impact on other airspace users. To meet military needs for extensive low-level flight operations and training, FAA approved routes which were laid out to avoid congested areas, thus maintaining safety standards.

During its second year of operation as an independent Federal agency, FAA maintained a high level of participation in international aviation organizations and helped to promote wider acceptance of U. S. safety standards and greater use of related equipment. Of particular interest in this regard was the successful conclusion of a two-year effort on the part of FAA to obtain adoption of the U. S. short-distance air navigation system as the world standard. This VOR-DME system (very high frequency omnidirectional radio range, plus distance measuring equipment) was adopted as such by the Council of the International Civil Aviation Organization (ICAO).

3-D Radar Tests Prove Promising

The first tests of a new 3-D radar, being developed by the FAA to provide altitude information in the control of air traffic, have been successful and show definite promise of preventing mid-air collisions.

The air height surveillance radar (AHSR) tracked a small Tri-Pacer aircraft on its first test and gave altitude information accurate to within 500 feet at a distance of 20 miles. If the tests continue to be successful, the 3-D radar is scheduled for installation in New York in about 18 months.

The 3-D radar operates from a 100-ton, 165-foot high antenna erected at NAFEC.

FACT SHEET AVAILABLE

The 1961 edition of Veterans Administration Fact Sheet IS-1, "Federal Benefits for Veterans and Dependents" is now on sale at the U.S. Government Printing Office in Washington, D.C.

This booklet lists all major benefits available to U.S. veterans, explains eligibility requirements for veterans or their dependents and describes the nature of the benefits and where application should be made.

A single copy may be purchased from the printing office for 15 cents.

Evaluation Methods Under Study For Supervisory Slots

The Personnel Programs Division has been studying better methods of evaluating candidates for promotion to supervisory jobs in ATM, F&M, and FS field facilities and offices. This study has been conducted independently of other projects which have been concerned with proposals to modify the Agency's promotion plans.

Preliminary work has resulted in a revised appraisal form which can be used to secure supervisory promotional recommendations. Another development is the design of a supervisory judgment test to ascertain candidates' understanding of supervisory techniques.

Currently the project group is considering the desirability of several alternative methods of using this material in the Agency's promotion program. It is expected that recommendations will be made shortly for plans which will result in more rapid processing of promotion actions. These plans will provide for greater participation by line management in the evaluation of candidates for promotion.

Flight Test Guide Offered by Agency

A guide for the flight test for a private pilot certificate has been issued by the FAA, and is available from the Superintendent of Documents, Government Printing Office, Washington 25, D.C. for 10 cents.

Published by the Bureau of Flight Standards, the guide is a complete preparation for the maneuvers, routine and emergency operations and flight planning on which the private pilot is examined. The detailed pocket-sized, 14-page booklet includes correct information on every possible requirement in the private pilot flight test.

The examination is in two parts. The first is oral and deals with operational matters, such as information on the performance characteristics of the airplane, approved loading of baggage and fuel, and the pre-flight check of the airplane. Under basic piloting techniques, various normal operations are described, and the applicant learns he may be asked for his reactions in sudden emergencies, simulated by the examiner.

The flight test examiner may be either an FAA inspector or a designated pilot examiner appointed by the FAA.



Administrator Halaby and Regional Managers pause for photographer during last month's Washington conference. Left to right: W. P. Plett, Region 4; J. L. Beardslee, Region 6; H. L. Newman, Region 3; Administrator Halaby; A. W. League, Region 2; L. C. Elliott, Region 1; and A. D. Hulen, Region 5.

MEET ADMINISTRATOR Regional Managers Confer

Regional Managers from the six Regions of the FAA met with Mr. Najeeb Halaby, new FAA Administrator, and key Washington officials during the week of March 6-10. Called to headquarters to meet the new Administrator and to discuss problems and points of view on Project Straight-Line, the Regional Managers spent a busy week.

Initial session of the conference on Monday, March 6, coincided with Mr. Halaby's first full working day as Administrator. In a lively opening meeting which lasted through lunch, the new Administrator covered a wide range of topics. With the Deputy Administrator Mr. James T. Pyle, and the Assistant Administrator for Management Services, Mr. Alan L. Dean also participating, the Regional Managers reviewed past FAA organization changes; discussed present assignments of responsibility in the FAA field organization; and offered suggestions from the field as to what in their view are the most pressing problems faced by the FAA today.

Mr. Halaby emphasized his intention to take time to become acquainted with the field structure of the Agency. Before major decisions are made affecting the future of the field and field personnel, he said, he wants to have first-hand knowledge of problems in the Regions. Preliminary plans have been made for the Administrator to spend at least a few days in each of the Regional Offices during his first months in office.

In the course of the week's work, Re-

gional Managers met in turn with each of the heads of Washington offices and bureaus having programs in the field. Highlights of the sessions included a full day devoted to the Administrator's Program Status and Evaluation Conference. A day-long meeting with Mr. Halaby and Mr. Pyle, together with heads of all Washington offices and bureaus, provided the Regional Managers with a bird's-eye view of current FAA program accomplishments and slippages.

A most significant session on Thursday, March 9 took up the question of field organization. Originally scheduled to cover only Project Straight-Line, the agenda, at Mr. Halaby's request, took up field organization in broader terms. The outcome of the discussion was a decision to defer Project Straight-Line for an indefinite period. Problems of air traffic management and facilities maintenance field structure will be the subject of specific recommendations to the Administrator by the bureaus concerned.

In his closing remarks to the Regional Managers on Friday, the Administrator emphasized the Agency's need to maintaining both its standards of quality and its unity. Commenting on the Agency's size, Mr. Halaby reminded the representatives from the field that the Agency requires a high order of management skill from its executives, and that the level demanded is made even higher by the dynamic forces of technical and social change which are at work.



Project Searchlight inspection team are shown in front of snowcat which they used for transportation after reaching the top of Big Mountain, RCAG site north of Whitefish, Mont. Left to right: James Corcoran; Leon Daugherty; host Woody Davey of Missoula, Mont.; Carl Marcum and Gordon Mickelson.

Fact-Finding Team Visits Isolated Sites

Project Searchlight, the comprehensive study of systems maintenance in FAA is now in Phase II. Teams are fact-finding through a "field laboratory." Twenty field stations are being given a detailed analysis in an effort to find facts regarding the tentative problems identified in Phase I of the study. Information is being secured from many other facilities by both field and Washington office personnel. Target date for the completion of Phase II is September 29, 1961. The following is a short run-down on one of the fact-finding trips.

The week of February 28 proved interesting, informative and cold to four members of the Project Searchlight Team. These men, James Corcoran, Chairman, Carl Marcum, F&M Management Representative, Gordon Mickelson, ATDO Chief, Great Falls, and Leon Daugherty, Training Representative, visited several difficult access sites in Montana and Idaho.

The purpose of their trip was to obtain first-hand information for the Project Searchlight team on accessibility, weather conditions, terrain difficulties, other hazards and means of transportation.

Their first stop was the Big Mountain RCAG site, North of Whitefish, Mont.

Arriving in Whitefish at 7 p.m. on Monday, February 27, they were met by Mr. Woody Davey, ATFO Chief, Missoula, Mont.

Through previous arrangements, the ski lodge started their \$250,000 ski-lift and all hustled aboard. Fifteen minutes later and 2000 feet higher they found themselves at the top of the mountain. Here they were met by Mr. Ralph Cripes, ES, Missoula, Mont., in a "Kristy" Snowcat. It took two trips to transport the entire group to the RCAG site.

At the site, in addition to the normal equipment, they found a banquet prepared of TV dinners and sufficient cots with sleeping bags to bed everyone down. The next morning, after a hearty breakfast, they were shown around the site and the capabilities of the snowcat for travel in eleven feet of snow.

In leaving this site, and in order to try the older method of transportation, Mr. Corcoran and Mr. Marcum snowshoed the four and one-half miles down the mountain with Mr. Cripes as guide. Mr. Daugherty returned on the ski-lift.

The group traveled from Whitefish, Mont. to Lookout Pass, Idaho via car. At Lookout Pass, they were met by Mr. Frank Horne, ATDO Chief, Spokane, Wash., who had two "Tucker" snowcats all warmed up and ready to go. Once again it was after dark and it was snowing. But they braved the elements and

traveled to the Mullan VOR site. A very comfortable night was spent in the old FSS quarters. The next morning, the elements decided to put on a show and kicked up a good ground blizzard. This made it impossible to see more than about 20 feet. The group visited the LFR and VOR and then started down the trail back to the highway in the snowcats. Each of the Washington Office personnel took turns driving the snowcats during the trip down the trail.

After a stopover in Missoula, Mont., at a real hotel, they proceeded to the end of the road, at Salmon, Idaho. Here they were met by George Hawkins, ES, and Leland Hahn, Deputy ATDO Chief, Boise, Idaho, with the "Trackmaster" snowcat. This vehicle was large enough to carry all six and they proceeded through eight miles of beautiful snow-covered forest to the Salmon RCAG site. Corcoran, Marcum and Mickelson spent the night at the site, while Daugherty traveled to Dubois, Idaho, with Hahn. When the group that stayed at the Salmon RCAG site returned to the road at 5 a.m. the next morning they found the car with a dead battery. It was possible to push the car with the sector jeep but the group learned the rigors associated with trying to start a car in seven-degree weather on a snow-covered, switchback, mountain road.

The team met at Idaho Falls, Idaho, the next day and traveled to Malad City, Idaho. Here Mr. Ernie Natwick took them to the Malad VORTAC and RTR site in the "Frandee" snowcat. Since no quarters were available at this site they returned to the car and proceeded to a motel at Ogden, Utah for a good night's sleep. The next day they returned to Washington, D.C. on a jet from Salt Lake City, Utah.

FLIGHT RESTRICTIONS

The Agency is considering regulatory action to restrict sightseeing and itinerant aircraft from operating in the immediate vicinity of aircraft accident sites.

Until a final decision is reached FAA is requesting the voluntary cooperation of pilots. They will be asked to restrict flights over accident sites when search and rescue mission officials advise the temporary flight restrictions are necessary to prevent interference with rescue operations, or when state or local authorities determine that the restrictions are necessary in the interests of air safety, even though search and rescue operations are not involved.