

FLY BY

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY



AUGUST 1961



Samuel A. and Mrs. Kemp

Samuel A. Kemp, executive officer of the former Bureau of Flight Standards, and a veteran of more than 32 years government service, retired July 1. Kemp entered government work in 1926 with the U. S. Postal Service. In 1935 he was appointed administrative officer of the Airports Division of the CAA. He continued with the CAA and its successor the FAA until his retirement.

A native of Georgia, Kemp resides with his wife and son in Newman, Ga.

Three FAA Publications Surpass Million Mark

Three of the 21 publications to assist pilots which have been published by the FAA since 1946, have totalled more than a million sales, for a dollar value of more than \$800,000.

The best sellers are "Facts of Flight," on sale since 1947, with a record of more than 286,000 copies sold; "Path of Flight," 1946, which has sold 485,599; and "Realm of Flight," 1946, which has sold more than 455,000.

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HEALTH FOR ALL

Environmental Health Division

Aviation Medical Service

The Heat's On

In some areas of the country, summers have been described as "scorchers," "steamy," "icky," "close," "hotter-than-Hades," and so on down the line. No matter what adjective applies to your area, it usually adds up to a lot of discomfort, sans air conditioning.

A discussion on Psychrometry (determination of atmospheric conditions) is certainly not the purpose of this article.

Actually Heat Exhaustion and Heatstroke (Sunstroke) are serious conditions and, contrary to popular belief, the signs and treatments are different even though the causes are the same—excessive exposure to sun or intense heat.

HEAT EXHAUSTION

Preliminary Symptoms

Dizziness. Nausea. In some cases, vomiting.

Signs

Paleness. Cold, moist skin. Breathing shallow. Pulse weak. Patient usually conscious.

Treatment

CALL A DOCTOR.

Lay patient on back in cool, quiet place. Loosen clothing. Keep warm with hot water bottle, blankets or some other means. If conscious, give stimulant: tea, coffee, or aromatic spirits of ammonia (1 teaspoon in 1/2 glass of water).

SUNSTROKE OR HEATSTROKE

Preliminary Symptoms

Dizziness, sometimes nausea. Acute pain in the head. In true sunstroke these symptoms are rapidly followed by unconsciousness.

Signs

Face red or purple. Dry, hot skin. Breathing difficult. Temperature high. Unconsciousness.

Treatment

CALL A DOCTOR.

Lay patient on back in cool, quiet place. Remove as much clothing as possible. Reduce temperature by sponging body with cold water. Give no stimulant. Apply ice bag or cold cloths to head. Rub hands and trunk towards heart to induce circulation.

Regional Designators

The following designations have been changed for Regions 1 through 6, effective July 1:

From	To
Region 1	Eastern Region
Region 2	Southwest Region
Region 3	Central Region
Region 4	Western Region
Region 5	Alaskan Region
Region 6	Hawaiian Region

The former Region 2 has been divided at the Mississippi River and a new "Southern Region" has been established with headquarters at Atlanta, Ga.

The state of New Mexico has been transferred from the jurisdiction of the Western Region to that of the Southwest Region.

The title of Assistant Administrator is now used for the top men at the Eastern and Southwest Regions. For the present, all other Regions are headed by a Regional Manager. The Aeronautical Center is still headed by a Manager.

Veteran Lee E. Warren Named Deputy Director of Air Traffic Service

Lee E. Warren, one of a small group of men who 25 years ago established the first two air traffic control centers at Newark and Chicago, has been named deputy director of the Air Traffic Service.

He had served as acting deputy since last February, when his predecessor, Brig. Gen. George S. Cassidy, left for a new Air Force assignment.

Oklahoma's House Commends AC Employees Association

The Aeronautical Center Employees Association at Oklahoma City was among the organizations and colleges recently commended by that state's House of Representatives for sponsoring an essay contest on "Hire The Handicapped."

FRONT COVER—Massive 76,000-pound Mobile Lounge now undergoing exhaustive field tests at Dulles International Airport, dwarfs small foreign car.

Who's Who and What's What In and Around the Agency

Many thanks to those who dropped us a line. As we said earlier, we welcome your letters whether they contain story ideas, photos, a pat-on-the-back or criticism. We're happy to say we received some of each. Keep them coming . . . MISS Nona Eldridge of Phoenix, Ariz., wrote commenting on the AC story in our June issue. Said much credit for the Center's inception should go to Bennett H. Griffin who had the courage and vision to overcome innumerable obstacles to provide training for CAA personnel. . . . OOPS! Jerry Kaminetzky of headquarters FM dropped us a memo pointing out what we called an ASDE radar an ASR in our June issue. Know something? He's right. . . . NOT all FAA work is routine. Down in Puerto Rico, San Juan Center Chief Clarence Tolpo and other off-duty FAAers donned the high collars, spats and blazers worn by fashionable Englishmen of the last century, to take part in a Hollywood company's filming of "The Flight Of The Lost Balloon." They report that the leading lady in the film was beautiful Mala Powers. . . . MR. A. F. SVEUM, aeronautics instructor for the Del Norte County High School at Crescent City, Calif, wrote commending George Palmer, chief of the Crescent City FSS and staff for their cooperation. Enclosed a full page news story and pictures on the school's aeronautical course, including a picture of Palmer showing students the FSS. The article indicated Del Norte is the only school in the entire U. S. to offer both ground and flight instruction under school sponsorship and with school facilities. . . . CERTIFICATES of commendation and cash awards were presented 18 electronics maintenance people of the FAA facilities at Miami recently. The awards were made for "outstanding performance during emergency conditions," which occurred last November when a fire immobilized the Miami ATCT. . . . SPEAKING of emergencies, FAA communicator Paul Sutherland of Unalakleet, Alaska had one last May that he won't forget for some time. While on a flight to his favorite hunting grounds, his small plane's engine conked out over McDonald Mountain, 32 air miles from home base. As any pilot will tell you, when the fan stops turning up there in the air, something is bound to happen. It did. Sutherland crash-landed on the side of the mountain. Fortunately he was uninjured. He stayed with the plane the remainder of the day and that night. The next day he left a note at the plane and started hiking back to Unalakleet. A 'copter crew found the note and the following day they picked Sutherland up and returned him to his station. . . . ALSO NOTED in the June issue of our Alaskan Region's Mukluk Telegraph was a small item from Yakataga, which boasts a population of five, mentioning that no bears had been sighted in the station area thus far. . . . DOWN here in Washington bears are no problem. Our biggest problem is parking. GSA has been assigned the responsibility of a Federal parking program. Realizes that there is a 2,000 parking space deficit at present. Estimates the deficit will reach 11,500 by 1968. Asks for help to increase present average of 1.8 to 3 per car. Cites fact that approximately 50 percent of D. C. employees who drive to work have no passengers. . . .

AGENCY NEWS IN BRIEF

ROVING DETECTIVES—Four specially instrumented vans have been purchased by the Agency as "roving detectives" for electronic interference to FAA's air traffic and air navigation systems. The vans are designed to cope with the increasing problem of interference with FAA radio communications, radar and navigation aids from a wide range of sources. One van will be assigned to each of the Agency's existing four regions in the 48 continental states.

* * *

ADDED SPEED—An automatic telecommunications system has been purchased by the Agency for installation at Anchorage, Alaska to modernize its aeronautical communications in the Alaska area. The new system with its automatic switching ability will add speed and capacity to the present aeronautical telecommunications system.

* * *

DRAFT REPORTS—First complete drafts of reports prepared by Project Horizon and Project Beacon task forces are being circulated within the executive department. They will go to the Department of Defense, Bureau of the Budget, Civil Aeronautics Board and other agencies for comment before they are returned to the Administrator for submission to the President. The two task forces were established at the direction of the President. The Horizon group was charged with responsibility for recommending National Aviation Goals for the period 1961 to 1970. Project Beacon has been concerned with the problem of air traffic management and is recommending a system to insure the safe and efficient utilization of the Nation's airspace.

* * *

CIVIL AIR SURGEON—Dr. James L. Goddard will continue to serve as the Agency's Civil Air Surgeon for an additional two years under an agreement made with the U. S. Public Health Service at the request of the Administrator. Dr. Goddard, the Agency's first Civil Air Surgeon, will head the Agency's Aviation Medicine Service (formerly Bureau of Aviation Medicine.)

* * *

SPORT PARACHUTING—Rules to encourage parachuting as a sport and to protect the public and the airways are now necessary, the Administrator has said. Halaby made his first sky dive, or intentional parachute jump, July 7, at Orange, Mass., to acquaint himself with the problem which could become acute.

* * *

CONTRACT AWARDED—On July 6, Administrator Halaby announced the award of an \$11,577,912 contract for 40 radar bright display systems to the Raytheon Company, Lexington, Mass. This is one of the largest contracts awarded by FAA and the biggest for this kind of equipment. A bright display system is used in place of the normal radar scope and gives a brighter and more useful presentation for air traffic control use. The equipment will be installed in FAA's ARTCCs.



BOEING C-135 jet converted into a flying laboratory for high altitude checking of air navigational aids.

FAA Fleet A Sight To Behold

It's only logical to assume that the FAA, by virtue of its mission, should utilize a number of aircraft in its task of promoting aviation safety. As a fellow employee, you undoubtedly are aware of this. But, do you have any idea how many aircraft the Agency actually operates? The staff of the Aircraft Management Division for Flight Standards Service provided the answers.

IF IN THE future, for some strange and unforeseeable reason, all FAA aircraft were assembled en masse on a single airfield, it would make an impressive picture.

As of June 1, of this year, the Agency owned or operated 128 aircraft, with an additional 32 planes either awaiting disposal as surplus property, being used for spare parts, in storage, or in reserve.

Although this is a considerable number when compared to the fleets of some of our largest corporate airlines, the sight of the 160 aircraft in itself might not prove as eye-catching as their variety.

More than 22 different types of airplanes, including helicopters, make up the FAA fleet. They range in size from small, single-engine jobs to the huge, satin-sleek jet transport types that can fly 600 miles per hour.

Unfortunately, the majority of FAA aircraft in service today are of World War II vintage, or like the venerable

TORPEDO shaped Martin RB-57 jet (left) used for high altitude work and Lockheed turboprop Electra transport.



DC-3, are air-weary hand-me-downs on loan from the military. And oddly enough, it has only been within the past few years that the Agency received authorization to purchase new jets and other modern equipment to update its training program.

Of the various types comprising the Agency's fleet, the old DC-3 workhorse still predominates. A total of 62 of these oldtimers perform facility flight checks as well as other essential missions. Second only to the DC-3 are the small, twin-engine Beechcraft, used primarily for transportation and pilot proficiency.

MANY OF THE aircraft operated by the Agency do not belong to us. A number are on loan from the military, while a few are leased or rented from civilian sources. The total figure includes exclusive use rental aircraft such as the single-engine Beechcraft Bonanza, as well as light twin-engine planes. Employees who are qualified pilots are encouraged, when economical and practical, to utilize FAA or rental aircraft in performing their official duties.

Despite a somewhat over-all vintage appearance, the FAA fleet is an invaluable asset to the Agency. Fiscal year 1961 records show that these aircraft, including rentals, chalked up approximately 123,297 hours of flight time. Of the total hours logged, 54,464 hours were spent on facility flight checks, 3,483 hours for logistic service to our remote facilities in Alaska and the Pacific, 19,181 hours for training, and 46,169 hours on job performance and pilot proficiency. Rental aircraft accounted for approximately 38,000 hours of the latter and 9,780 hours of training.



LOCKHEED Constellation (above) and Convair turboprop transport (below).



SLEEK Convair 880 jet transport like the one below is scheduled to join FAA's growing air fleet this month.





Grumman F9F-8P Jet



Douglas C-54 Transport



Twin-engine Beechcraft

By far the largest and most varied segment of the air fleet can be found based at the FAA's National Aviation Facilities Experimental Center (NAFEC), near Atlantic City, N. J. Its fleet consists of: C-131B's, military version of the Convair 340; Navy F9F "Cougar" jets;

a C-54 transport; Aero Commanders, light personnel transports; Piper Tri-pacer; twin-engine Beechcraft; DC-3's; a Grumman "Albatross" amphibian; three helicopters; an Air Force F-102 "Delta Dagger"; a YC-131, military version of a Convair turboprop; a DC-7 transport

and rental aircraft. These are used in support of NAFEC's mission, which as its name implies, is the development, testing and evaluation of systems, procedures, facilities and devices to meet the growing needs for safe and efficient air traffic control.

Next in size is the fleet based at the Aeronautical Center at Oklahoma City. It is made up of DC-3's; twin-engine Beechcraft; a Lockheed Electra; and a Boeing 720 jet transport. Both Electra and Boeing were acquired only recently. These will be supplemented by a Convair 880 which is expected to join the fleet sometime this month. A number of TV-2 light jets and a RB-57 jet also operate from Will Rogers Field. They are used for training, high altitude flight check and ATM facility evaluation.

Utilizing Tinker AFB, Oklahoma City, as a base of operations are two C-135's. These have been converted from jet tankers into multi-million dollar flying laboratories. They are used for high altitude checking of navigational aids and to a limited extent for training since they are similar to the commercial Boeing 707.

Each Region within the U. S. operates DC-3's and small twin-engine Beechcraft, supplemented by rentals.

Newest Lady Joins Agency's Air Fleet

Nan-113, newest "lady" to join the FAA's growing jet fleet, is shown on her arrival at Oklahoma City several months ago. The sleek Boeing 720 wears the latest in jet fashion, designed not in Paris, but by Flight Standards Service in Washington.

Her ensemble consists of a burnished aluminum sheath, topped off by yards of satin-white from head to hemline. This is complemented by Midnight Black at the front, strikingly accentuated by fluorescent red panels and trim. Chic accessories include multi-colored Agency seals worn forward and large "FAA" prominently displayed on her . . . bustle.

The "New Look" which joined the FAA early this year, was designed by personnel of the Aircraft Management Division's Maintenance Branch. Its basic purpose is to make Agency aircraft more conspicuous in the air, thus lessening the chances of collision. Each of the colors used serve a specific purpose. The white top reflects the sun, reducing cabin heat. Aluminum and fluorescent red have reflecting properties that can be seen for many miles and the black nose design, when viewed from afar, provides other pilots with a more positive indication of plane's flight path.

Originally designed for FAA jets, the "New Look" will eventually be acquired on all FAA aircraft.



Convair F-102A Jet





WORKHORSE of the Agency is the Douglas DC-3 transport.

THE FAA headquarters fleet, operating from Washington National Airport, consists of two DC-3's; a Gulfstream; twin-engine Beechcraft and a single-engine Beechcraft Bonanza. These are used primarily for transporting executives and pilot proficiency.

Up in the far north, the Alaskan Region has DC-3's and a C-123 cargo plane which are used for facility flight checking and the transporting of supplies and personnel to isolated stations.

Out in the vast Pacific area at Honolulu, the fleet consists of three Lockheed Constellations, a DC-4 and a twin-engine Beechcraft. The larger planes are used in support of our widely scattered Pacific facilities, while the small Beechcraft is used mainly for inter-island flight checks of facilities.

Latest additions to the FAA fleet are three Convair 440's converted into turboprop aircraft. They will operate out of Washington, Los Angeles and Oklahoma City. Two more of these converted Convairs are scheduled to join the fleet within the next three months.

All Agency planes are under the management control of the Aircraft Management Division of Flight Standards Service.

Grumman Albatross



Mr. Christian B. Walk, Jr., who heads the Aircraft Management Division, pointed out that Flight Standards Service is responsible for flight checking some 2600 air navigational facilities used by civil and military aircraft in the Continental U. S.

"This never-ending job is accomplished by our planes and pilots," Mr. Walk said. "The job includes flight checking 219,000 miles of airways from just above the surface to 40,000 feet, including nearly 200 instrument approach procedures, 5000 holding patterns, and 55,000 intersections and flight procedures."

"From these figures alone, you can readily see the justification for our fleet," declared Walk, adding, "It may not be the most modern, but we are proud of the work it accomplishes."

FAIRCHILD C-123 cargo transport (below) used by Alaskan Region



Piper Tri-Pacer



Grumman Gulfstream
Aero Commander



DIRECTIVES IN BRIEF

This listing is intended only for general information and as an index of current Agency Orders, Bulletins, Practices and Practice Bulletins. They can be seen at your personnel office.

Agency Orders

No. 68 (13 June 61) — Provides for the establishment of a new integrated FAA Directives System.

No. 17 (1 July 61) — Establishes a Board of General Advisors and prescribes its composition and functions.

No. 18 (1 July 61) — Prescribes duties of the Deputy Administrator and delegates authority necessary to execution of such duties.

No. 19 (1 July 61) — Provides for a Deputy Administrator for Administration, prescribes duties of the position, and delegates authority necessary to execution of such duties.

No. 20 (1 July 61) — Provides for a Deputy Administrator for Plans and Development, prescribes duties of the position, and delegates authority necessary to execution of such duties.

No. 51 Revised (3 July 61) — Prescribes FAA policy with respect to official conduct of employees and representatives of the Agency.

Agency Bulletins

No. 61-8 (1 June 61) — Amends Agency Order 60 to provide for an interim change in the responsibility and authority of Regional Managers.

No. 61-9 (1 July 61) — Changes the designation of Regions 1 through 6, establishes a new region with headquarters at Atlanta, Ga., and transfers responsibility for FAA activities in New Mexico.

No. 61-10 (28 June 61) — Redesignates certain Bureaus and one Office of the FAA, and provides for continued direction of field activities of the Agency.

No. 61-11 (1 July 61) — Abolishes the positions of Regional Manager and Assistant Regional Manager of the Eastern Region; establishes positions of Assistant Administrator and Deputy Assistant Administrator, Eastern Region; and defines the relationships between Agency headquarters and Eastern Region.

Agency Practices

No. 10-5 (9 June 61) — Prescribes policies governing, and assignment of responsibility for administering, directed study training in the Agency.

No. 3-771 (14 June 61) — Section 5a(2) has been revised to clarify that it is not permissible for employees to have a representative or representatives present their grievance to their immediate supervisor.

No. 4-4 (1 June 61) — Prescribes administrative procedures governing the procurement and accountability for books and periodicals and abolishes practice of "indefinite loans" from any Agency library.

No. 10-7 (8 June 61) — Supersedes Sections 3500-3514 of CAA Standard Practice Manual.

No. 3-337.1 (26 May 61) — Establishes policy and procedure in furtherance of directives of Department of Defense and Office of Civil and Defense Mobilization regarding transfer from the Ready Reserve of key Agency employees.

Agency Practice Bulletins

No. 2-8 (15 May 61) — Advises employees and supervisors of the provisions for the use of American airplanes for overseas travel.

No. 1-5 (7 July 61) — Amends Agency Practice 1-8 to reflect changes

in routing symbols required by recent organizational changes.

Comptroller General Asked To Rule on Overtime Pay

The FAA has asked the Comptroller General to rule on overtime pay for travel in connection with call-back overtime, a problem affecting roughly 6,000 Agency field employees.

At the present time, electronic maintenance technicians who are required to repair inoperative facilities during off-duty hours are compensated only for time spent while working on the equipment, or allowed two hours pay for anything less than two hours labor. Travel time, one of the largest factors, is not compensated. It frequently takes longer to travel to and from the facility than it does to repair the equipment.

A 30-page document containing available information relative to the problem accompanied the Agency's request for a decision.

The document resulted from a survey conducted by the Personnel Programs Division of the Office of Personnel and Training. Last August Regional Managers were requested to forward information and comments concerning the problem. This and other information was compiled into the document for the Comptroller.

AVIATION MILESTONES



The month of August can boast a number of aviation "firsts." Here are just a few. . . . 1 Aug 1907—The Army established an Aeronautical Division in its Office of the Chief Signals Officer, "to study the flying machine and possibility of adapting it to military purposes." . . . 8 Aug 1908—Wilbur Wright made his first European flight near Le Mans, France. . . . 2 Aug 1909—The Army bought its first aeroplane from the Wright brothers for \$30,000. . . . 10 Aug 1921—The Navy's Bureau of Aeronautics was formed. . . . 25 Aug 1932—Amelia Earhart became the first woman to fly non-stop across the U.S., from Los Angeles to New York. . . . 15 Aug 1935—Will Rogers and Wiley Post were killed in a take-off crash near Point Barrow, Alaska. . . . 22 Aug 1938—The Civil Aeronautics Act, coordinating civil aviation under the Civil Aeronautics Administration, became effective. . . . 8 Aug 1940—The first commercial flight with a pressurized aircraft was made by a Boeing 307-B Stratoliner from Burbank to Long Island. . . . 6 Aug 1945—The first atom bomb was dropped on Hiroshima, Japan. Three days later a second atom bomb was dropped on Nagasaki.

Family Life On Wake Island

—By Joseph E. Hipsley, HA-30

MRS. PATIENT WAITER and her three children had been hoping for more than six months to get the word that a house had been assigned to Mr. Waiter, an EMT on Wake Island, and that they could now join him and again live as a family. Mr. Waiter had been transferred to Wake as a result of a successful FPP bid but, since his new position was only on the "Eligible List" for housing on Wake, he had to wait his turn for a housing vacancy.

Mrs. Waiter realized this. Her husband had explained in a letter that by the close of Fiscal Year 1961, there were 141 FAA family quarters on Wake Island. Of 243 authorized positions, 93 are designated as "Guaranteed" for housing, 41 as "Eligible for but not Guaranteed" housing and 109 are "Ineligible." Bachelor quarters are available for employees not assigned to Family Quarters.

But at last came the word—a house was theirs. Of course the next move was to arrange transportation for the family and the necessities for housekeeping beyond what the FAA furnished. Contact with a Transportation Specialist on these items eventually resulted in the necessary packing, renting their home, assignment of space on an FAA aircraft and finally the trip to the FAA Terminal at the Honolulu Airport.

One hour in advance of flight time, Pat Waiter and the three kids "checked in" and, with their lunches in hand and spirits high, waited for the call to "board."

Among the waiting passengers was Mrs. Nochance, who was making the trip to visit her husband who is one of the many Wake employees occupying a position not eligible for family quarters. During their discussion, Mrs. Waiter learned a few statistics—such as the fact that during Fiscal Year 1961 there were 35 FAA aircraft flights scheduled to or through Wake Island. And that these flights carried an average of 25 passengers and 4,157 pounds of cargo.

Also in talking with Mrs. Nochance, Mrs. Waiter found out that the Nochances had not seen each other for eight months. "How do you put up with it?" asked Mrs. Waiter. "Well—you have to live and that's his job—so we

just have to make the best of it," retorted Mrs. Nochance. "In fact, I was 'bumped' twice before because of my low priority for passage on FAA aircraft and this is my first trip to Wake."

When the call to board old faithful N-65 came at 9:30 a.m., the usual aloha's were made, and the passengers were escorted to their seats by the jovial "flying mechanic" who was doubling as Cabin Attendant. Mrs. Waiter was assigned to a seat near the front of the cabin with Mrs. Nochance and one Waiter child right behind her. They noticed a large amount of cargo stacked in front of them; boxes, crates, sacks and other items being transported to Wake. Little did they know that some of the food they would eat the next day was right in front of them—eggs, fresh vegetables and the usual "non-staple" food.

AFTER TAKE-OFF and climb to assigned altitude, it was just a matter of waiting—visiting back and forth among the other passengers—a word from the Attendant on flight time and other matters. Coffee (courtesy of FAA) and

water was available, which helped, particularly at chow time, to make the lunch more palatable.

The time was spent reading, napping, cheering up the children, in no particular order and repeated many times, until fatigue set in from just plain monotony. Fatigue develops much quicker in a non-pressurized aircraft and eleven or so hours is a long time for kids to be confined in the small area the cabin affords.

After what seemed like days, the experienced traveler could tell the plane was "trimmed" for the let-down. By now it was dark and necks were straining to see some welcome lights below. But this did not happen for some time. Finally, a few appeared—the big "neon-sign effect" to the left was really the "Scatter" antennas lit up with obstacle lights—then at the proper angle the runway lights could be seen. Everyone by this time was strapped in, ground lights got brighter and closer and finally wheels touched—as the plane rolled past the crash truck and its crew, on the alert "just in case."



FLAG raised on FAA's Wake Island flagstaff July 4, 1960, across International Date Line, marked first time 50-star flag was flown over U.S. soil.

At the Terminal, the door was opened and in stepped a man who quickly identified himself as the Island Manager. He welcomed the passengers and informed them that it was 8:30 p.m. Wake time—actually 10:30 p.m. Honolulu time—and that they had lost one day by crossing the International Date Line. He briefed the passengers on baggage pick-up, told them that a hot meal was available at the Mess Hall and furnished each with an instruction sheet which indicated, among other things, where each one was assigned to quarters and included an outline of the location and numerical designation of the community facilities. The line then formed for deplaning and from the door each could see a large gathering with much chattering and activity. The FAA policemen were watching with a stern and official smile.

This is always a gala occasion—the FAA plane was in—families would be reunited, friends would remeet and fresh supplies of perishable food would again be available. Mr. Waiter greeted his family with smiles and tears as did Mr. Nochange in meeting his wife. The din grew in volume; action toward the baggage truck was the next move and finally the crowd thinned out as new arrivals were escorted for dinner or to their living quarters. Some old friends hung around to talk while the crew taxied the plane to its parking space for tie-down and eventual cargo unloading.

NAN-65 loaded with passengers and cargo starts flight en route to Wake.



School's Out!

At the Mess Hall, where an average of 215 persons are fed three meals a day, the new arrivals seemed surprised but pleased at the up-to-date cafeteria with its pleasant atmosphere and tasty well-prepared food. The lateness of the hour seemingly had no effect on the pleasant and well-mannered mess crew. This repast permitted relaxation which was very welcome after the long and tedious flight.

After the meal, Mr. Waiter took his family to their "new home" where again a pleasant surprise was in store for his wife and family—a nice clean, comfortable furnished modern three bedroom house. A quick trip through the house disclosed another FAA service feature—dishes, linens, pots and pans and other numerous gadgets, which Mrs. Waiter was told she would have to supply herself later. She could use these articles because they were the usual "loaner-kit" items stocked for use of new families who must await the arrival of the monthly ship for their own household goods.

Through Mr. Waiter's foresight, the refrigerator was stocked with food in anticipation of the next day's needs. This all made the new housekeeper feel at home and more relaxed. After the usual unpacking operation, accompanied by music furnished by the Island Radio Station, the new arrivals had a nice hot bath and were "off-to-bed"—to be lulled to sleep by the ocean's roar.

THE NEXT MORNING was bright and sunny and the new family was very

cheerful at the breakfast table, knowing full well a big day confronted them. The children were dressed for their first day at school and anxious to get started on this new venture. Upon arrival at the new school building they were again surprised at the modern facilities and pleasant reception—like any other school—Honolulu, Mainland, anywhere U.S.A. except for the rough, crushed coral campus. After the usual introductions and enrollment procedures, the kids bade the parents adieu and joined their new classmates. During their first day, they learned that the school attendance during Fiscal Year 1961 had averaged 134 children; that there were seven teachers, and classes were available for grades one through eight.

This being the day after a plane arrival made it a Commissary day disregarding schedule—since the fresh vegetables and fruits, et al had to be distributed according to orders placed well in advance of the flight. Since Mr. Waiter had taken some annual leave to help his wife get orientated, they decided to stock up on food supplies and other items required in day-to-day functions of a household.

Mrs. Waiter was pleased with the modern Commissary layout, and the variety of items stocked but quickly noticed the absence of "leader" priced items and fresh milk and the limited variety of meats (only one grade is stocked). All in all, she was well pleased with the results of her first trip to the

BOARDING Nan-65 at FAA Terminal in Honolulu for 11-hour flight to Wake.





DOCTOR performs minor surgery at Wake Island dispensary where an average of 660 patients are handled each month.

Commissary. She jotted down in her memory facts about the Commissary; that it is open every Tuesday, Thursday and Saturday to serve the 122 families currently stationed on Wake Island—mostly FAA but also some other Federal personnel; a limited number of PX type items are available to the "Bachelor" population; and that annual sales for Fiscal Year 1961 should reach \$228,000.

Upon returning to the new home and after preparing their first island lnccheon, they took an "inventory" of the household necessities furnished, together with the items being shipped for them from Honolulu, to determine what they would then have to order by mail to "fill-in" the deficiencies in necessary day-to-day family life requirements. By the time they concluded, it was too late to prepare an evening meal. So they decided to have their dinner at the FAA Mess Hall. Mr. Waiter purchased the necessary "meal tickets" at the Island Manager's office prior to their arrival at the Dining Room. Mrs. Waiter noticed the "family group" spirit during the dinner and was able to meet more of Mr. Waiter's friends.

The next day, which was Saturday, was spent in getting the house straightened out along with some washing which had piled up.

After lunch, Mr. Waiter took the family on a general tour to see the close-by FAA community facilities; the 35 acre paved water catchment area and its "back-up" during the 4 to 6 months dry season, the 100,000 gallon per day capac-

ity distillation plant, the power house, with its three 1000 KVA diesel generators, and finally stopping in the Dispensary.

They met the Doctor and his staff and were shown the sick bay, the operating, X-ray and consultation rooms. During this visit they were able to ask questions on the type of service they could expect and what action would be necessary if an emergency developed which could not be handled locally and found out that such special cases require evacuation to Honolulu. They were told that the Dispensary staff, during the past year, had handled an average of 660 patients per month. And that during the same period, it was necessary to evacuate only eight persons to Honolulu for emergency treatments which were beyond the capabilities of the Dispensary. This discussion with the staff and opportunity to see the Dispensary gave Mrs. Waiter a more comfortable and secure feeling. Her heart was light when she got home and prepared her first evening meal on the island.

THAT EVENING, one of the new neighbors invited the Waiters to attend the movie at the "Windy Palace" — Wake's outdoor crudely constructed theatre. Before the movie started, Mrs. Waiter was told that the theatre shows an average of six different pictures each week and that the FAA provides for 12 films per month with the Coast Guard contributing about the same number. Although the picture was rather old, and the wood-

en benches were hard, everyone seemed to enjoy it; certainly there was no other choice of this type of entertainment available.

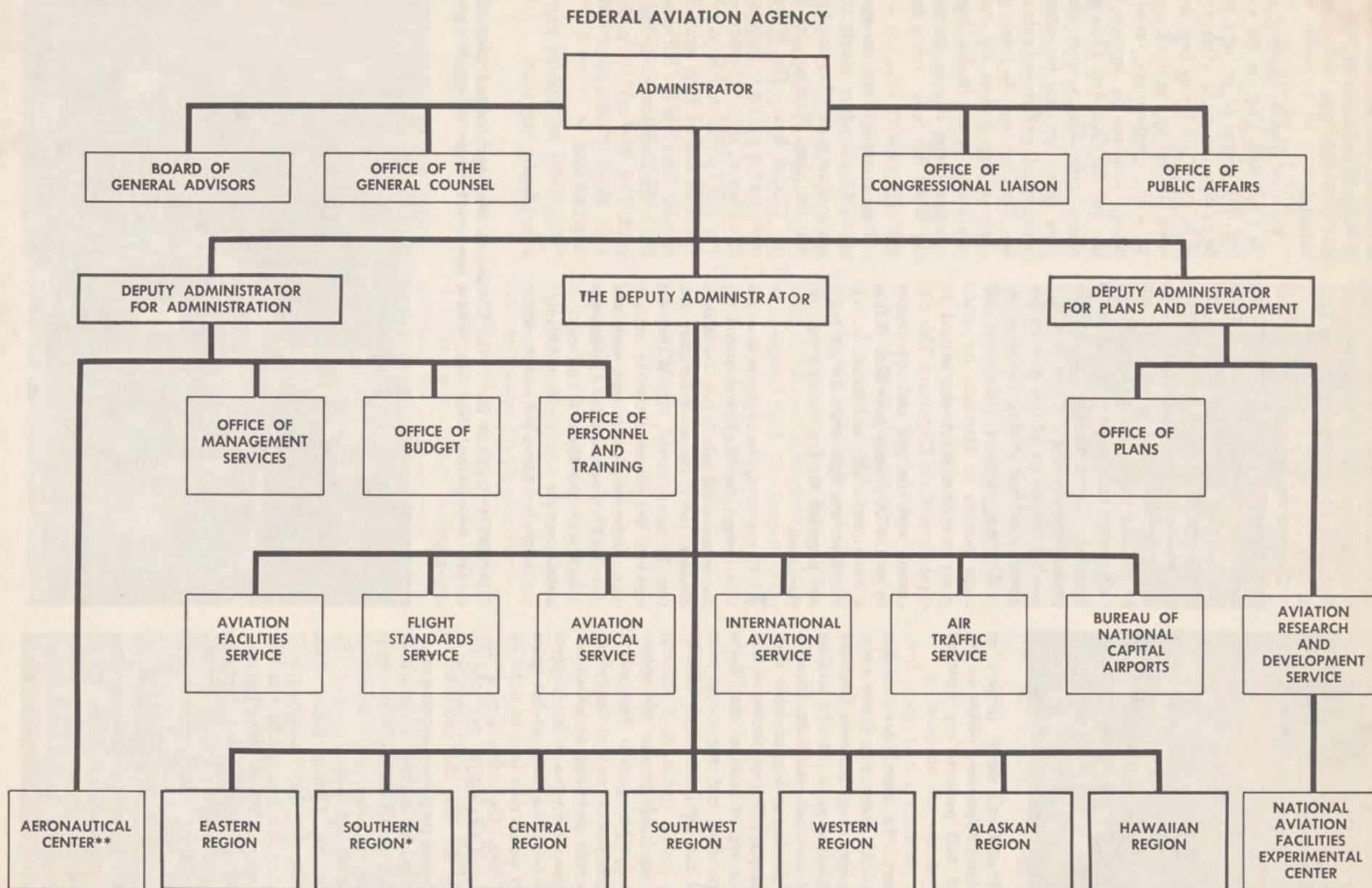
The new friends suggested a stop at the Civil Aero Club on the way home and this proved to be very enjoyable. Being Saturday night, everyone seemed to be there, and before long the "home talent" started up the music — Hawaiian style — impromptu, varied and relaxing. Conversation brought out the fact that the Civil Aero Club is an employee cooperative venture, the profits from which are used for other recreational, social, welfare and cultural benefits. The Club pays the movie projector operator, buys flowers for the chapel, contributes to the Radio Station for equipment and records, contributes to the Wake Boy Scout Troop for equipment and supplies, etc.

Next morning found the new family at the Chapel where people of all denominations gathered to sing hymns and hear the Island Manager give a talk on the "Golden Rule." The Waiters went home with a feeling of satisfaction and contentment; they were sure now that they could adjust themselves to the way of life on this far-flung atoll, thousands of miles from city life but close to real life in the friendliness they had encountered. They were ready to pitch in with their share of community effort and neighborliness.

One thing was certain, they were a united family once again.

CONVERTED Quonset Hut is the Chapel on the coral-formed atoll of Wake, across International Date Line, where people of all denominations gather for prayer.





*To be activated approximately January 1, 1962. Until then, regional program will be under direction of Southwest Region.

**Programs conducted at the Aeronautical Center are under the direction of the respective Services and Office.