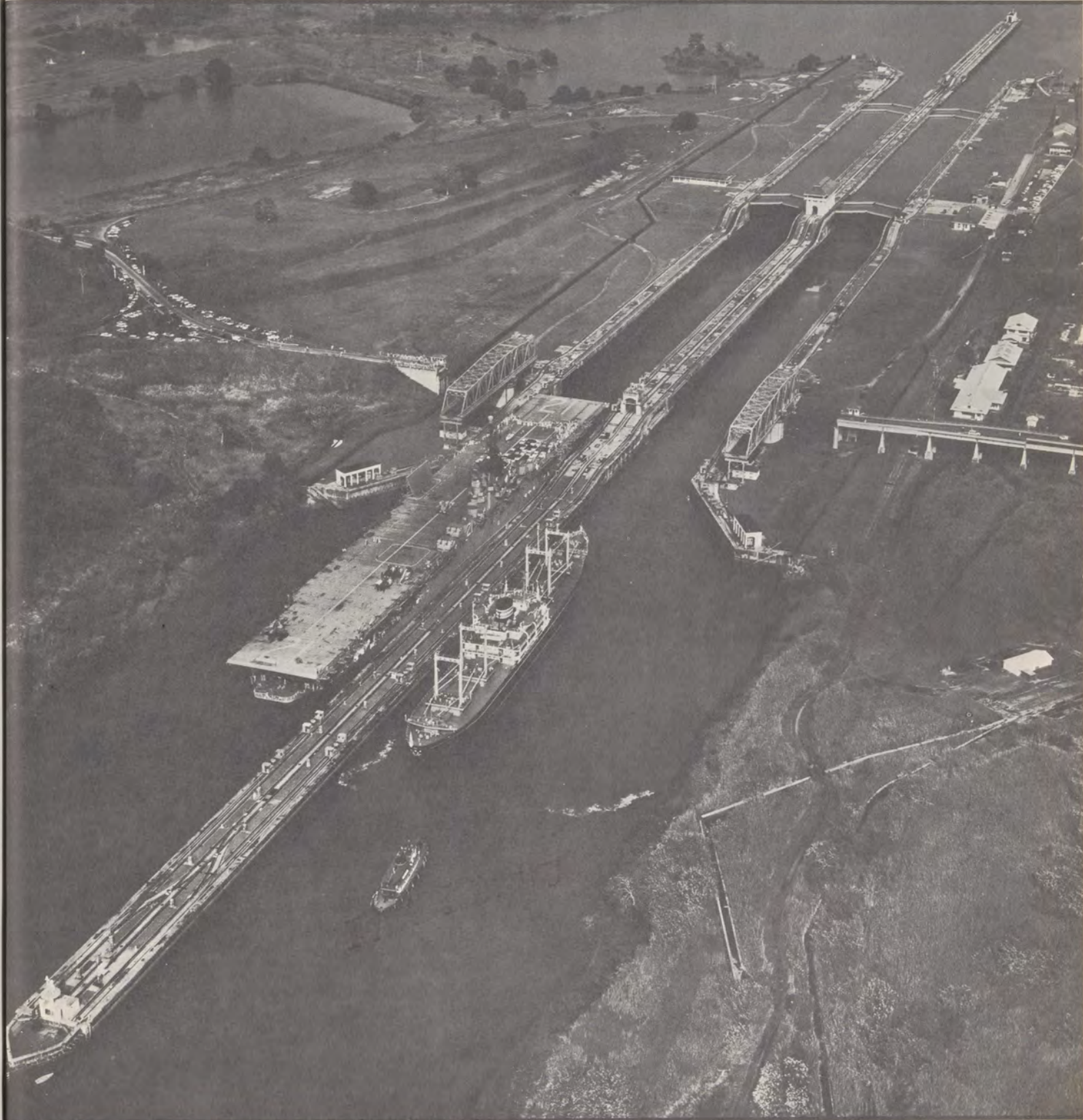


FLY BY

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY



NOVEMBER 1961

FSS Announces Staff Changes

George Moore, formerly Chief, Flight Standards Division of the FAA Southwest Region, has been named Deputy Director of the Flight Standards Service in Washington.

A. L. Coulter, formerly Chief of the Safety Regulations Division of Flight Standards in Washington, has been named to succeed Moore in the Regional headquarters at Ft. Worth.

Stanley W. Henceroth, formerly Budget Officer of the FAA's Western Region at Los Angeles, has been named Chief of the Program Management Division in Washington, succeeding Sam Kemp who retired recently.

Moore has been with the FAA and its predecessor CAA for 15 years. He has served principally in the safety and regulation activities of the Agency, mostly in Washington. He is an ex-Navy pilot.

Coulter, a Navy pilot during World War II, joined the CAA in 1946 as an aeronautical inspector. He has served principally in the safety and regulation sections of the CAA and FAA, including an eight year tour as a flight operations specialist in various states including Alaska. He came to Washington in 1947 and in 1958 was appointed special assistant to the Administrator. He later became head of the Safety Regulations Division.

Henceroth joined the CAA in 1945 after serving as a B-17 pilot during the war in Europe. In 1950 he transferred to the Atomic Energy Commission as a budget examiner, and in 1960 returned to the FAA as budget officer at Los Angeles.

Agency Order Prescribes Official Conduct Policy

It is the policy of the Federal Aviation Agency, as prescribed in Agency Order 51 (Rev.), that the highest possible standards of integrity and ethics in official conduct are to be promoted and maintained by all employees and representatives of the Agency and that even the appearance of impropriety be avoided.

The Order referred to has to do with employees or representatives accepting fees, compensation, gifts, payment of expenses, or any other thing of monetary value. It also precludes involvement in any outside activity not compatible with the full and proper discharge of the responsibilities of an employee's office or position.

The head of each organizational segment of the Agency is to take prompt and continued action within his assigned area of responsibility to implement and maintain this policy.

The Administrator has directed that all violations of this policy are to be promptly brought to the attention of the Compliance and Inspection Staff.

Los Angeles Attorney Named Halaby Assistant

Frank E. Loy, Los Angeles attorney, has been named Special Assistant to the Administrator in the latter's role as aviation advisor to the President.

Loy will aid Mr. Halaby in implementing portions of the Project Horizon report sent to the President in September by a task force established to develop national aviation goals for the coming decade. Loy will give special attention to international matters, such as U. S. policies governing international airline competition and use of U. S. aviation talents to aid new and underdeveloped nations.

Loy comes from the Los Angeles law firm of O'Melveny and Myers, which he joined in 1955.

Born December 25, 1928 in Nuremberg, Germany, Loy attended schools in Germany, Switzerland and Italy before coming to the United States with his parents in 1939, settling in Los Angeles.

He received his BA from the University of California at Los Angeles in 1950 and his LLB from Harvard Law School in 1953.

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. 70 (31 Aug 61)—Restates the objectives of the Agency Rules Codification Program.

No. 21 (21 Sept 61)—Prescribes the organization and functions of the Supersonic Transport Program Management Office.

Agency Bulletins

No. 61-16 (1 Sept 61)—Consolidates two divisions of the Office of Management Services.

Agency Practices

No. 2-400.1 (7 Sept 61)—Transmits a current list of per diem rates for various areas beyond the limits of the former 48 states and District of Columbia as issued by the Bureau of the Budget.

No. 2-504.1 (14 Sept 61)—Sets forth policy and regulations concerning the payment in certain instances for the transportation of privately-owned vehicles and the non-temporary storage of household effects of employees assigned to posts of duty other than those located in the contiguous 48 States, Alaska, the District of Columbia, and foreign countries.

Practice Bulletins

No. 8-1 (4 Aug 61)—Prescribes procedures for notifying personnel when forms are revised or obsolete.

No. 2-10 (1 Sept 61)—Advises that Public Law 87-139 has been enacted and provides, among other things, for payment not to exceed \$16 per diem in the 48 contiguous States and the District of Columbia.

No. 2-11 (1 Oct 61)—Establishes per diem rates for travel categories of FAA employees within the continental U. S. which may be reimbursed up to the maximum of \$16.

COVER—Aerial view of San Miguel Lock, Panama Canal, showing carrier USS Boxer entering. See page 10 for story about FAAers and Panama Radio. U. S. Navy Photo.



FLY-BY
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Who's Who and What's What In and Around the Agency

FAAers who begrudgingly gave up an hour's sleep for Daylight Saving Time last April recouped their loss October 29, when their areas returned to Standard Time. Washington headquarters personnel were among those regaining lost shut-eye . . . LAST month we spoke of the complimentary letter we received from Mr. Cliff Nilsen of Eugene, Ore., concerning the attitude of Agency personnel across country. Learning of the letter, Administrator Halaby wrote Mr. Nilsen thanking him for his generous comments and adding in part: "Your experience reflects a philosophy of service to the aviation community which we are seeking as a standard. The FAA intends to afford pilots and the flying public the best possible service in a polite and courteous manner." . . . IN the same column we made mention of the plane that "Gene" Turner of our Southwest Region had constructed in his spare time. After going to press we learned that his Turner Model T-40 took the Outstanding Design Trophy, one of the highest awards presented at the EAA's Rockford Fly-In . . . CONGRATULATIONS also go to Louis A. Wallace, Fresno, Calif., Controller who was recently cited by the California Aeronautics Commission for having saved a light plane lost over Fresno in bad weather last December . . . MEMPHIS ARTC Center will mark its 20th anniversary on January 15, 1962. They plan to commemorate the event with an "Annual," similar to those published by high schools and colleges. It will contain photographs and short biographies of past and present employees, plenty of photos of the old DC-3 days up to the present, and other interesting memorabilia concerning the Memphis Center. They have sent out a Mayday asking that all persons formerly employed at the Center contact them in order that the committee may send them a questionnaire. Letters or postcards should be addressed to: Public Relations Committee, FAA, ARTC Center, Box 7097, Memphis 18, Tenn. . . . HAWAIIAN Region's Manager John M. Beardslee added a new twist to this year's U. S. Savings Bond Drive by challenging six other local Federal Agency heads to a contest. He offered to buy a lunch for each of the agency heads whose employee participation in the payroll deductions of Bonds was greater at the end of the drive than FAA employee participation in the Hawaiian Region. The FAA, incidentally, is the largest Federal civilian agency in our 50th State. Results were excellent for all participating agencies, including the FAA whose employee participation increased 23.9 per cent. Despite its size, however, the Region placed fourth among the seven agencies in the contest. Manager Beardslee was so pleased by employee response that he extended an invitation to the heads of all contesting agencies to be his luncheon guest. He presented the winner's scroll to the District Director of Internal Revenue Service whose 98.6 per cent employee participation topped all other Hawaiian agencies . . . PAUL Cannom, chief supervising inspector with the Central Region, has qualified to fly without engines. He is the first FAA inspector to receive training at the Schweizer Aircraft Soaring School, Elmira, N.Y., under a new Agency program. Additional inspectors are slated to attend the school in the future. . . .



DEPUTY Administrator James T. Pyle (left), receives his FAA Rental Card from C. B. Walk, Jr., chief of the FSS Aircraft Management Division. The card is a requirement for every FAA pilot who rents aircraft for official business. Mr. Pyle was required to pass an instrument flight check before getting card entitling him to rent multi-engine craft.



MODERNISTIC terminal of Dulles International Airport takes shape. FAAer William E. Cullinan, Jr., has been named manager. The huge jet-age airport is scheduled to become operational next fall.



PRETTY Carolyn Bunning of FAA's Central Region models safety belt she purchased for her car during Operation Seatbelt sponsored by the Employees Association at Kansas City. Arrangements were made for more than 250 employees to buy the lifesaving belts at a substantial savings. Sorry fellows, we only know Miss Bunning is secretary to the Administrative Services Chief.

Argentina Has Modern Center

On the third floor wing of the administration building of Argentina's modern Ezeiza airport, 20 miles west of Buenos Aires, a visitor will hear pilots calling the airport and communications specialists responding with instructions for arrivals and departures.

It is all realistic, but not real. This is the site of Argentina's Aeronautical Training and Development Center, a modern school for training civilian specialists in air traffic control and the various techniques connected with it.

A part of the *Direccion Nacional de Aviacion Civil*, which is under Argentina's Air Ministry, the new center is operated and directed by Argentinians. But the U. S. has a large role in it.

The arm of the U. S. Government involved in the Center is the U. S. International Cooperation Administration (ICA), an agency of the U. S. Mutual Security Program.

ICA has provided training equipment and the services of technical advisors for the Center totalling approximately \$90,000. It also has arranged for Argentinians to receive special training in the U. S. Many of these now hold high ad-

ministrative and supervisory positions in Argentine aviation. Seven of the Argentine instructors were trained at the FAA's Aeronautical Center at Oklahoma City.

FAAers who have helped establish the Center are Albert L. Gammon, chief of ICA's Civil Aviation Assistance Group in Argentina; Frank A. Wedderburn, Airways Operations Specialist and Gammon's aide; plus Charles Myers, Airways Specialist now with the ICA in Santiago, Chile, who was specially assigned to Buenos Aires to assist in organizing the Center.

The Center was officially inaugurated during Aeronautical Week in October 1960 and the first students were in classes for basic air traffic control, VOR/ILS, and radio telephone communications. Since then classes have been added in such fields as basic electronics, airport management and tele-communications.

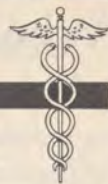
"The courses at the Center vary in length and number, but it is anticipated that 200 to 300 students will be trained during the coming year," said Gammon. "Without a doubt, this Center is the finest to be found south of Oklahoma City."



FAA trained instructor Carlos Brooman (seated, center background), monitors airport control laboratory class at Argentina's modern training center.

HEALTH FOR ALL

ENVIRONMENTAL HEALTH DIVISION
AVIATION MEDICAL SERVICE



Influenza

Influenza is an infectious disease. People catch it from each other. They catch it so easily that it is not unusual for a large part of a community to come down with it within the first few days of an epidemic.

Influenza attacks suddenly. Symptoms can be some or all of the following: Fever, chills, headache, sore throat, cough, and soreness and aches in the back and limbs. Although the fever usually lasts only 1 to 5 days, the patient is often as exhausted as if he had gone through a long illness.

The cause of influenza is a virus. When a person has influenza, or is coming down with it, the fluids in his mouth and nose contain the viruses. Influenza spreads when the viruses get into the nose and mouth of others. There are many ways that this can happen. The most common is through sneezing or coughing virus-laden spray into the air for others to breathe. Other ways in which the infection is passed are through the common use of drinking glasses, towels, or other objects and personal contact like kissing.

During influenza season, a few precautions should be exercised. Practice good health habits such as getting plenty of rest, eating regular, well-balanced meals and by avoiding large crowds.

If anyone in your family has influenza, keep his dishes and towels separate from the rest of the family. Persuade him to cover his coughs and sneezing with paper tissue which he can drop at once into a paper bag.

No known medicine will cure influenza. Sulfa, penicillin, or other antibiotics have no effect upon it, although they are used to combat some of the complications which may follow. Go to bed when symptoms start! Eat simple foods that agree with you and keep warm. If you have a high fever, call your doctor.

The only medical preventive of practical value known to science is influenza vaccine. Make sure you get your shot this season.



Miss Ruth Cashmire at work.



JUMPMaster Grieves gives Ruth last minute instructions.

Sky Diving Steno

FIVE DAYS A WEEK, 19-year-old Ruth Cashmire, like other government girls, goes quietly and efficiently about her job as a clerk-steno with the FAA's Flight Standards Service—But on weekends, weather permitting, she jumps out of airplanes.

Miss Cashmire, a 110-pound strawberry blonde, who hails from South Fork, Pa., has joined the growing ranks of sports enthusiasts who have taken up Sky Diving as a hobby. As the only girl member of the Capitol Sky Diving Club, she has averaged at least two parachute jumps a month since completing her first one last July. Oddly enough, the day she made her initial jump was also the first time she had been up in an airplane.

Sky Diving is precision parachuting. Jumpers attempt to land on a 6-by-12 foot target X marked out in a drop zone.

The Capitol Sky Diving Club, with FAA sanction, holds its meets on a farm near Rectortown, Va., some 50 miles from Washington. Jumps are made from a small four-place plane which club members rent for the occasion.

Asked how it felt to step out into thin air 2,800 feet above ground, Ruth Cashmire replied, "It's scary, yet thrilling and I love it. I only wish I could jump more often."

Sky Diving like its aquatic opposite, Skin Diving, has gained tremendous popularity in a short period. So much so that the FAA has recognized the need for more regulations governing it.

To better understand the sport and its problems, Administrator Halaby made his first sky dive last July. Afterwards he said, "It is a dramatic pastime."

Some idea of the sport's growing popularity can be seen from the following statistics. In 1956 there were only 238 known sport jumps recorded. Last year, there were an estimated 40,000. "If you project these figures," Halaby said, "there could be as many as a quarter million annually by 1970."

If Ruth Cashmire and others like her have anything to say, there will be.



COMING down (above) and seconds after hitting the ground (below).



Agency Helps Save Frogman

FAAers, over the years, have been credited with saving many pilots. Recently, however, Agency personnel helped save the life of a Kentucky frogman.

Among those involved were Howard Rogers, watch supervisor for the Indianapolis Center and Air Traffic Control Specialist Coolidge Cundiff, of the combined station/tower at Lexington, Ky.

At about 2:15 a.m. on September 6, 1961, Cundiff contacted supervisor Rogers requesting his help in handling an emergency.

Hospital authorities had transported a critically ill patient to the Lexington airport in an effort to obtain transportation to the nearest military installation having a recompression chamber.

The patient, Lexington policeman John Tripp, Jr., was suffering from a severe case of diver's bends.

Using SCUBA (self-contained breathing apparatus), Tripp had been searching a nearby lake for bodies of a boating accident. He was down nearly 200 feet when he encountered difficulty and had to surface in a hurry, something all divers dread.

When several hours of treatment at the hospital failed to help, authorities had rushed the young policeman to the Lexington airport. At the time that Rogers was notified, it was felt that

Tripp had only an hour or so left to live unless he received special treatment.

Cundiff tried unsuccessfully to locate a local charter operator who could provide the necessary transportation. Meanwhile, Rogers contacted several en route air carrier flights in the vicinity of Lexington to see if they could land. The majority were unable to do so. One, however, agreed to land providing the necessary waiver could be obtained. It was felt that this would take too long as time was drawing short.

Next, Rogers contacted Wright-Patterson AFB operations, explaining the emergency.

Air Force Colonel Cramer, Flight Surgeon at Wright-Patterson and a special crew left for Lexington aboard an Air Evac C-47.

Landing at Lexington, they found Tripp unconscious. It was decided to fly him to Washington where he could receive the necessary treatment.

Colonel Cramer notified the Navy's Experimental Diving Unit in Washington and immediate preparations were made to receive the victim.

The Air Force plane with Tripp aboard, left Lexington a scant 10 minutes after it had arrived.

The plane landed at Bolling AFB, Washington at about 11:05 a.m. Tripp was transferred to a waiting ambulance and rushed to the nearby Naval Weapons Plant where the Diving Unit is located. There he was examined by Navy doctors and placed in the Unit's recompression chamber.

Doctors had diagnosed Tripp's case as requiring "Table Four" treatment, which is reserved for the most severe cases. He was required to remain in the tank for more than 38 hours. Accompanying him inside the chamber during that time was Navy diver E. C. Harmon, SF2.

Tripp stepped out of the tank at about 2:11 a.m. Friday morning, September 8, but remained under observation of Navy doctors for another 24 hours before being pronounced cured and allowed to return home.

Thus through the quick action of two FAAers and combined Navy-Air Force efforts, another "save" has been added to the Agency's growing list.

Agency Reports Progress In Development of New Classification Guidelines

The Program Standards Branch of the Office of Personnel and Training, and the Flight Standards Service have been working on two projects to develop Agency classification guides for Flight Test Pilot and Manufacturing Inspector positions.

Most of the preliminary work has been completed, and it is likely that the results will be known in the near future. The present thinking is that the guides will authorize higher grades in many instances, and provide greater career opportunities for employees in these areas.

Headquarters staff positions are not included in either study. The Manufacturing Inspector study is confined to positions in the Engineering and Manufacturing District Offices. The Flight Test Pilot study is restricted to regional working level positions.

New Handbook

The present handbook titled, "Your Job in the Federal Aviation Agency," is now out of print. No additional copies will be furnished out of stock to new employees.

In its place will be a new, smaller, and completely revised handbook which is now being written. It should be issued to all employees about the time that income taxes are due.

It will not go into as much detail as the present handbook. Instead, its purpose will be to provide you with general information. This will be based on the fact that there are benefits such as savings bonds, vacations, health plans, awards, etc. Since FLY-BY is distributed to each employee, any changes to the general information carried in the handbook such as health plans, military leave, grievances, etc., will be spelled out in detail in future issues of FLY-BY. In this manner, you shouldn't have to make changes in your handbook. For instance, your handbook will tell you that there is a health plan. Articles in FLY-BY will detail any changes and will keep you current.



DIVER Tripp leaves recompression chamber after 38 hour treatment.



League, Reynolds Named to Direct Southwest Region

Administrator Halaby has appointed Archie W. League (above), as Assistant Administrator for the FAA Southwest Region and Robert V. Reynolds (below), as Deputy Assistant Administrator.

Effective date of the appointments was October 1, 1961.

The Southwest Region is the third of FAA's seven regions to be placed under an assistant administrator as part of the Agency's effort to decentralize responsibilities and strengthen field operations. Under the field reorganization plans announced by the Agency it will include Arkansas, Louisiana, Oklahoma, Texas and New Mexico.

Archie W. League, who has been serving as Regional Manager of Region Two and the Southwest Region in Fort Worth since April, 1960 has been actively engaged in aviation for over thirty years, and has been with the CAA and the FAA for over 20 years. One of the nation's first airport traffic controllers, he was also one of its first licensed airplane and engine mechanics. He has served the CAA and the FAA in various important posts, including Chief of Planning and Evaluation Division in the Kansas City Regional office and later as Chief of the Airports Division there. He was promoted to Assistant Regional Administrator of the Kansas City Region in August, 1956.

On July 27, 1958 he was transferred to Washington headquarters of CAA to

head the Agency's Planning Division. When FAA was established, he became Chief of the Agency's Analysis Division in the Office of the Assistant Administrator for Plans and Requirements. In October, 1959, he became Assistant to the Director of the newly-formed Bureau of National Capital Airports. He is a jet pilot and a graduate of the Air Force Senior Officers Jet Instrument Course, and he has flown 52 different types of aircraft. He is a native of Poplar Bluff, Missouri.

Robert V. Reynolds has been serving as Special Assistant to James T. Pyle, FAA Deputy Administrator since June, 1960. A 14-year veteran of the FAA and CAA, his first position in 1947 was in the General Safety District Office in Denver as Airman Standards Inspector.

He served in positions of increasing responsibility in the areas of flight operations, is an active airman, and holds an airline transport pilot certificate. In December, 1957, he was named Chief of the General Safety Division in Region One and in September, 1958, he was transferred to Region Four in the same capacity.

Prior to World War II he was a fixed base operator and provided basic pilot training under the Civilian Pilot Training Program.

During World War II he served as a Group Commander for the Army Primary Flying School and subsequently as a civilian and military ferry pilot with overseas duty in the China-Burma-India Theatre. He participated in flying "the Hump."

Following his separation from the service, he was elected and served as a County Judge in Texas.



Give Blood

Dr. James L. Goddard, MD, Civil Air Surgeon for the FAA has called upon all employees to support the Agency's Blood Donor Program.

In a recent memorandum, the Civil Air Surgeon stressed the importance of this program, reminding FAAers that as long as 20 per cent of the Agency's employees contribute blood to the Red Cross through the program, all employees and their families would be entitled to receive blood from any hospital within the U. S. No limit would be placed on the amount, nor would a charge be made for the blood.

Mr. John C. Droke, executive officer for the Environmental Health Division of AMS in Washington has been designated chairman of the FAA Blood Donor Program.

General Commends Agency For Assistance Given 8th Air Force Operations

Administrator Halaby has received the following letter from Lt. Gen. W. C. Sweeney, Jr., Commander of the Eighth Air Force:

I have been greatly impressed by the professionalism and dedication of the personnel assigned to air traffic control agencies responsible for providing service in the Eighth Air Force area of interest. The airspace requirements for our missions have been met with understanding and wholehearted cooperation on the part of all FAA echelons.

Particularly noteworthy, in view of the airspace congestion in our northeast area of operations, has been the assistance provided by the Eastern Region at New York and the Boston ARTC. Likewise, the cooperation of personnel located in the Southwest Region at Fort Worth, the Central Region at Kansas City and their Central Altitude Reservation facility merits special consideration.

At the end of September, I will relinquish my command of Eighth Air Force to Maj. Gen. Hunter Harris and assume command of the Tactical Air Command, Langley AFB, Va.

Initial Jet Tests Of Arresting Gear Proves Successful

Jet airliners of the future which experience brake trouble, or must abort on takeoffs, may be brought to safe stops if arresting gear being tested by the Agency is adopted.

The gear, similar to that used for many years by the Navy aboard its planes and carriers, consists of a tailhook carried by the plane which can engage arresting cables on a runway, bringing the aircraft to a stop.

Initial tests conducted with the FAA's Boeing 720 at Lakehurst Naval Air Test Facility in New Jersey, have proven successful. They were the first such tests with a large jet aircraft. Last year, a Convair was used in similar tests.

The arresting hook, carried by the plane, normally fits snugly against the fuselage. In an emergency it would be released by the pilot and would drag along the runway, catching arresting cables stretched a few inches above the runway's surface. This would bring the plane to a relatively gentle stop.

The tests made were part of the Agency's research effort to prevent aircraft accidents resulting from aborted takeoffs and landings that overshoot runways. Arresting equipment also would be effective when braking might be ineffective on slippery runways or brake failure.



ARDS CONFEREES were: (standing from left), J. Lovell, AIL; J. Graupensperger, SPB; A. Morris, ORI; G. Gierhart, NBS; H. Eisner, ORI; K. Snedeker, ITTL; W. Rogers, ORI; W. Faux, SPB; B. Battelle, SRI; K. Coonley, SPB; M. Cornell, ORI; and B. Bletcher, SPB. (Seated): R. Steen, AIL; B. Kirby, NBS; F. Brown, ORI; B. Buck, SPB; D. Babcock, SRI; and B. Fletcher, SPB.

Branch Convenes Contractor Meet

The Systems Performance Branch of ARDS held a recent Washington meeting with representatives of all their contractors.

The Branch is currently engaged in research to determine the most beneficial combination of factors for performance assurance of the air traffic control and navigation facilities. This is separated into two main categories; short range improvements and long range concepts. Engaged in the former are the following contractors and their areas of specialization: Airborne Instruments Lab—VOR/TACAN; International Telephone &

Telegraph Federal Labs—ILS; National Bureau of Standards, Boulder Labs—propagation and siting criteria; and Operations Research Incorporated—primary and secondary radar. Stanford Research Institute is engaged in the development of long range concepts.

This is the second meeting of this kind held by the Branch. The first was held at the Aeronautical Center last May and included a tour of the Center to emphasize its role in the Agency's program.

The objective of these meetings is to acquaint contractors with the status and scope of the Branch program and to provide for the exchange of ideas and information.

The Branch plans to hold similar meetings quarterly.

TAIL HOOK and cable which stopped Agency's Boeing 720 is examined by FAA project director John Dart (left) and test pilot Dick Sliff. Nan=113 (right) is shown seconds after engaging arresting cable during recent New Jersey tests.



Pyle Resigns; Luikart to New Post, 3 Key Management Posts Filled



James T. Pyle

James T. Pyle, Deputy Administrator of the FAA since its inception, will leave the Agency shortly for private industry.

In accepting Pyle's resignation Administrator Halaby said that Pyle has made notable contributions to the advancement of civil aviation during the last eight years, adding, "Jimmy Pyle has done aviation and the country a great service. While I understand why he feels it necessary to leave Government service for private industry, I regret that we are losing him. I particularly appreciate his work during this past ten months of transition and reorganization."

Pyle has been Deputy Administrator since December, 1958. He was Administrator of the CAA from 1956 to 1958, before the CAA was separated from the Department of Commerce, and the FAA created as an independent Agency.

Pyle started his career in aviation in 1935 following graduation from Princeton University. He began with the traffic department of Pan American Airways, and by 1944 was responsible for PAA operations in Latin America. He left Pan American to go into the Navy in 1944, where he served with transport squadrons VR-11 and VR-13.

Following the war, Pyle became President of Air Charter Company of Denver, Colo. He sought to turn the operation into a local service airline, but when the CAA turned the application down, he became president of the Denver Air Terminal Corp., a firm providing service functions for the Denver airport.

In 1953, Pyle became Special Assistant to the Assistant Secretary of the Navy for Air, James H. Smith. His primary job was to work with the CAA to

develop better traffic control where Navy and civil aviation were mixed. He is credited with improving operating relations between the CAA and all military aviation in this assignment. In 1956, he became head of the CAA.

Mr. Pyle will be associated with General Precision Inc., as a vice president in their Washington office.

The Administrator announced on October 11, that Fordyce W. Luikart would undertake a special assignment effective on that date. In making the announcement, Mr. Halaby said that Mr. Luikart would serve as a Deputy Director, Office of International Aviation Service.



Fordyce W. Luikart

In anticipation of expansion of FAA's foreign activities, including the potential consolidation of the air traffic control of civil and military agencies in a common system—overseas and domestic, under the Agency, a special study is required and Mr. Luikart is specially qualified to conduct it.

Mr. Luikart has been connected with the FAA from its beginning, having served as Staff Director of the White House Study on the Federal Aviation Organization in 1957-58. He was appointed Assistant Administrator for Personnel and Training in the new Agency. In the recent reorganization, he has served as Director of the Office of Personnel and Training.

Mr. Luikart began his Government career with the Civil Service Commission in 1939. He was the first Director of the Commission's Executive Development and Training Program.



Robert H. Willey

The Administrator has filled three key posts that are concerned with the administrative management of the Agency.

Robert H. Willey has been appointed Assistant Administrator for Personnel and Training, replacing Mr. Luikart.

John R. Provan has been appointed Director, Office of Management Services, replacing Clarke H. Harper.

Clarke H. Harper has been named Director of the Office of Budget. He has been associated with budget administration in the FAA for 12 years.

Willey will report to the Administrator through the Deputy Administrator for Administration. Provan and Harper report directly to the Deputy Administrator for Administration.

In filling the three posts, the Administrator said, "Sound government operations result from good ideas and good managers. In these men we have both and they will enable the FAA to meet the great challenge of modern management of 43,000 employees, facilities in 50 states and overseas and hundreds of millions of public assets."

Willey's former position was Administrative Assistant to the Secretary of the Army, a post he held since February, 1960. From 1954 to 1960, he was Director of Civilian Personnel, Department of the Army.

Provan's former position was Assistant Administrator for Management Services, Veterans Administration.

Harper has been with the Agency since 1942. From 1952 to 1959 he held the post of Deputy Budget Officer. In 1959 he became Budget Officer. He left that position last July to serve as Acting Director, Office of Management Services.



Panama, C. Z.

Enjoying the cool tropical breeze on the patio of their Cardenas Village home above, are the James Daltons, who like some 130 other FAA employees and dependents live in a tropical setting near the Panama Canal. The story of Cardenas Village and Panama Radio is told below.

DEEP IN CENTRAL America—at the “funnel of world commerce,” the Panama Canal Zone—130 FAA employees live and work in an exotic setting.

The very nature of the location and its remoteness from the continental United States poses unusual tasks for the Southwest Region in supporting this vital operation that links the Americas with air traffic communications and control.

For years, uppermost among the problems was providing suitable housing for FAA employees and their families. The only available housing was definitely substandard and did not provide an environment that was conducive to attracting employees to the Caribbean.

After years of concentrated work, this problem was solved to the delight of not only those in the Canal Zone, but to everyone in the Agency who helped make this dream possible.

On March 12, 1961, Panama Canal Zone Governor William Arnold Carter

and top regional officials of the FAA formally opened “Cardenas Village”, a new, contemporary housing community designed for our employees who operate “Panama Radio” in the Canal Zone.

More than 1200, both from the Republic of Panama and the Canal Zone, joined with this group in saluting this new community as they visited its modern facilities.

The striking 90-unit FAA “Cardenas Village” stair-steps down a hillside, into a green Cardenas River Valley just three miles northward from the Panama Canal Civil Affairs Building on the Pacific side of the Isthmus of Panama.

Beginning with the entrance road off the highway, “Aviation Drive”, Cardenas Village street names ring of such aviation pioneers as the Wright Brothers, famed Billy Mitchell, and other intrepid early-day pilots.

Among the present 90 units, set in a jungle scene of 60 acres, are 36 three-bedroom and 32 two-bedroom duplex apartments, six individual houses, and—

something new in Canal Zone housing—16 attractive apartments designed especially for bachelors. An additional 30 units of various types are scheduled for completion this year.

Typical of the other duplex units at Cardenas Village was a two-bedroom apartment, beautifully decorated for the official opening by the Panama Canal Company Commissary.

Up a winding staircase, on the second floor, are a spacious ceramic bath, two ample-sized bedrooms, and several large closets. Downstairs, an entry, complete with powder room, greets the visitor as he walks into the comfortable living-dining area which overlooks a cool, covered patio. An extra bath is conveniently located just off the patio. Inside, next to the dining area, is a light, modern kitchen. From the ceramic tile floors and large, shining glass windows to cool pastel colors, the Cardenas Village homes are designed for comfortable tropical living.

Many visitors commented on the functional beauty created by architects Holmes and Narver, and on the skilled workmanship reflected in the work done mostly by Panamanian craftsmen.

Governor Carter, in officially opening Cardenas Village, told the large audience, “Since we are all so impressed



John C. Nolan
Chief of Balboa IFSS

with the tremendous task the FAA is doing to help assure safe air travel throughout this part of the Caribbean, we are most delighted that FAA families are to enjoy these comfortable, modern homes. We welcome this new community and wish the FAA every success in its pursuit of air safety. We also wish to extend cordial greetings to the three distinguished FAA officials who arrived this week from their Regional Headquarters in Fort Worth, Texas."

The officials included Donald G. Schuler, then assistant regional manager of the FAA's Region Two, who landed at Tocumen Airport after a flight to

Panama from his Fort Worth headquarters. Accompanying Schuler were two equally important officials representing the Agency. They were Paul H. Boatman, now deputy assistant administrator for the Southern Region and W. E. Peterson, Assistant Chief, Aviation Facilities Division for the Southwest Region.

After cutting the ribbon with the Governor, Assistant Regional Manager Schuler said, "The FAA's sole purpose here is to provide efficient air traffic services to military aircraft defending the Panama Canal, and to all private flyers and commercial airlines of all nations. Carrying out the agreements between the Republic of Panama and the United States, dedicated FAA employees stand ready 24 hours a day, seven days a week to provide these vital air services to all pilots requesting them. We are proud of these career men and women who are meeting this challenge and we are happy to have the opportunity to be of service not only to the Republic of Panama and the Canal Zone, but to aviation of all nations."

THE UNITED STATES has agreed to provide air traffic services for the Republic of Panama through the Air Transport Service Agreement signed by the two countries in March 1949, and through subsequent other agreements effected by Exchange of Notes. Through these agreements, both Governments



Thornton A. Stepp
AFS Technical District Supervisor

recognized that the increasing traffic of commercial, military, and private aircraft operating from a number of airports and seaplane bases located in close proximity on the Isthmus of Panama, requires a coordinated system of air traffic service in the interests of air safety. Every day both countries are working closely together to help assure safety of flight.

To accomplish their air safety work, the FAA has 130 air traffic communicators and electronic specialists assigned to operate and maintain the Panama International Flight Service Station, popularly known by thousands of pilots as "Panama Radio."

CARDENAS Village, new FAA housing development, stair-steps down a hillside into the green Cardenas River Valley only a few miles from the Panama Canal. It occupies approximately 60 acres of former jungle.





TYPICAL Cardenas Village duplex (above), one of 68, 2-3 bedroom duplex apartments. There are also six homes and 16 bachelor apartments.

Last year, pilots of nearly 36,000 aircraft responded more than 100,000 times to the clear, familiar radio call "Panama Radio," and were helped by FAA communicators to make their flights safer.

Every month "Panama Radio" pours out more than 7 million words of flight assistance through powerful voice radio broadcasts to pilots and over direct teletype circuits to a vast network of nations and cities. From the north, this electronic web extends from Texas and Florida in North America, down through the Central American Republics of Guatemala, Honduras, Nicaragua, El Salvador, and Costa Rica, and into Panama. Going southward, Ecuador, Colombia, Venezuela, Brazil, and Peru are among the distant places tied directly into the FAA's "Panama Radio."

The busy hub of FAA operations for this large area is in the Panama Canal Civil Affairs Building. Into this communications center funnel flight messages from large FAA receivers on Ancon Hill and at Chiva Chiva. FAA flight safety messages from the Agency's operational headquarters are broadcast from transmitters at Corozal and high atop Ancon Hill. At night, the bright, blinking red lights on FAA towers high atop Ancon Hill may be seen for miles around.

In addition to housing our employees who live in the Zone, the Southwest experiences many unusual, interesting, and sometimes difficult problems in supporting this Caribbean operation.

PROPER EMPLOYEE SELECTION is paramount in the minds of those choosing individuals and their families to move to the Canal Zone. While there are actually no formal differences in the official

selection process, many informal factors enter into play, especially during the basic interview.

Will the prospective new Canal Zone employee and his family be sympathetic with living and working in the Caribbean atmosphere? Are there any unusual factors that might affect the employee or members of his family?

Obviously, it is to the best interest of the FAA that, as nearly as possible, an employee who will be happy is chosen for this assignment.

To help assure this, all the pertinent facts of the area and the job are told the employee. He is carefully briefed on what he can reasonably expect the working and personal living conditions to be. The picture is not painted as "dark" or "light"—just the facts with as many so-called "grey tones" as possible.

Employees going to the "Zone" sign an agreement to stay at least two years.

Canal Zone schools and medical care are excellent and most employees enjoy very happy experiences with both.

Agency employees in the "Zone" enjoy

military PX and Commissary privileges which make the cost of living considerably less than if they had to buy their needs in the Republic of Panama.

Probably outstanding among the employee benefits is the 25% pay differential given each. Unusual enough, and not found in other overseas assignments, is the fact that because of special legislation, this differential figures in the retirement benefits.

The desirability of working in the Canal Zone is pointed up by the fact that most who go for the first two years, stay for many more. Employees agreeing to remain an additional two years receive free transportation for themselves and families to their homes in the continental United States for vacation purposes plus other benefits such as home-leave.

Personnel differences are not the only differences that make life interesting for the people who support the Canal Zone operation.

Equipment maintenance and other supplies must be handled quite differently from those going to state-side facilities. Equipment must be especially crated for export; it must go through export processes at ports of embarkation such as Houston, New Orleans, and Miami.

Lead times in forwarding supplies and spare parts are most critical because of the time lost in bulky shipments by ships. And, to prevent equipment downtime because parts are needed, larger inventories are kept on hand.

All in all, "Panama Radio" operated and maintained by dedicated FAA employees is doing a job in air safety that is vital to flag carriers of all nations and is an important extension of our American Way of Life.

IFSS specialists are shown at work in Balboa. Last year FAA communicators of "Panama Radio" assisted nearly 36,000 pilots.

