

FLY-BY



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Investigation Course

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OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

Retirement Info.

If you Retire Before Age 60—except for disability, your annuity will be reduced 1/12 of one percent for each month you are under 60.

If you are involuntarily separated and are younger than 55, your annuity will be reduced 5 percent plus 1/6 of one percent for each month you are under 55. There is no age reduction for an employee who retires under the disability provision.

If You Should Die in Service—If you should die while a Federal employee, your widow will automatically get an annuity, provided you have had at least 5 years of civilian service. Her annuity will be 50 percent of an annuity based on your "high-five" average salary and years of service. If the widower of a woman employee was dependent on her—that is, if he is incapable of self-support because of disability—he is entitled to an annuity figured the same way. This annuity is payable immediately upon the death of the employee and no age requirement has to be met by the widow or widower.

Your dependent children will also be entitled to annuities if you die in service, and their annuities may be figured in one of two ways:

1. If one parent survives, each child who received more than half his support from the deceased employee will receive an annuity of 40 percent of the employee's "high-five" average salary divided by the number of children. However, annuity to any one child is limited to \$600 a year and the total to all children cannot exceed \$1,800 a year.

2. If no parent survives, each child will receive an annuity of 50 percent

of the employee's "high-five" average salary divided by the number of children. However, annuity to any one child is limited to \$720 a year and the total to all children cannot exceed \$2,160 a year.

Take the case of a Federal employee who dies leaving a wife and 3 minor children. His annuity based on a typical "high-five" average salary of \$5,200 and 15 years of service would have been \$1,368 a year. His widow will get half of that, or \$684. The children are entitled to \$1,800 (\$600 each). This would mean an annuity check of \$207 a month for the widow and her family.

Providing for Your Survivors on Retirement—When you retire you may make provision for your husband or wife to receive a survivor annuity, which would start immediately upon your death. The husband of a woman employee does not need to be dependent upon her for support in order to be named as a survivor annuitant.

If you name your wife or husband as survivor annuitant, your annuity will be reduced by 2½ percent of the first \$2,400 of annuity, plus 10 percent of the annuity over \$2,400. The survivor annuity will be 50 percent of the amount of your annuity before this reduction, unless you retired for disability and are getting the minimum disability annuity instead of your "earned" annuity. In this case, the survivor annuity will be 50 percent of the "earned" annuity.

Or you can name a survivor annuitant for only part of your annuity, and then your annuity will not be reduced so much. For example, if you are entitled to a basic annuity of \$3,200 a year, you can name your wife or husband to receive a survivor annuity based on only \$2,000 of your annuity. Then your annuity will be reduced by 2½ percent of \$2,000 and there will be no reduction on the other \$1,200 of your annuity. Of course, the survivor annuity in this case would be 50 percent of \$3,200.

If you take a full annuity and do not name a survivor annuitant when you retire, your husband or wife will not be entitled to an annuity upon your death. However, your children are entitled to an annuity regardless of whether you took a reduced annuity with survivor benefit.

WNA Asst. Manager

Edgar B. Franklin has been named as Assistant Manager of Washington National Airport.

For the past six years, Franklin has been Deputy Assistant Administrator of the FAA's Pacific Region with headquarters in Honolulu.

In 1946 he became Chief of the Air Carrier Safety Division, a post he held until his transfer to Honolulu in 1956 as Deputy Regional Administrator.

Franklin started his aviation career in 1930 with the Army Air Corps. He was an airline pilot from 1933 to 1937.

SS Number Is Needed

As a condition of employment or continued employment with the Agency, you must get, or have, a social security number. This is brought out in Order PT 3300.2 of June 13, 1962.

The reason for this is that the Civil Service Commission has instituted an improved reporting system which utilizes an automatic data processing system. These numbers are required to identify data reported by the Agency.

If you don't have a social security number now, it's up to you to get one. All you have to do is fill out Social Security Form 5. Your personnel officer or supervisor will help you to fill out the form. These forms are available at post offices, Social Security Administration District Offices, or your own personnel office.



COVER—Caroline Ann Schreiner adorns this month's cover. The panel on the CBS TV show "What's My Line" couldn't guess her occupation. She is an ATC specialist in the Hutchinson, Kans. tower. A pilot in her own right Caroline is also a sports parachute jumper.

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

IN THE June issue this column carried an item about the first marriage at Moses Point, Alaska Station. We should have known better than to state that anything was a first. Glenn H. Hursey, Maintenance Liaison Officer, ARTCC, Oakland, Calif., dropped us a line to say that he wanted to report that a marriage had taken place at Moses Point almost 19 years ago. He should know since it was his. Here's what he had to say. On October 13, 1943 he and Helen M. Shepherd were married there by the Rev. Lindgren of White Mountain. This wedding also had its difficulties. It had been reported that Rev. Lindgren had been granted the authority to issue marriage licenses as some ministers in Alaska do. The plans were to have him issue the license upon arrival. However, when he got there by airplane about noon of the wedding day it was learned he hadn't yet received this authority. A quick airplane trip by the couple to Unalakleet—75 miles across Norton Sound—resulted in the correct document and a delayed marriage took place that evening at Moses Point. He was an Electronics Technician for the CAA at the time and his fiancée flew in from Seattle for the wedding. "I suppose," said Hursey, "after almost 19 years this wedding had been forgotten in the Alaska Region." . . . JIM CORCORAN, one of the team members who worked on Project Searchlight, has left the Agency and gone to work for the State Department as General Manager in the Passport Office . . . SUNDAY GOLFER Theodore H. Rutley, Operations Officer, Airport Operations Branch, AS-60, made the sports page of a Columbus, Ohio newspaper. Seems as though Ted, who is temporarily assigned to the Airport District Office in Columbus for field orientation, took to the local golf links of a recent Sunday, stepped up to Minerva Lake's No. 6 tee with his trusty five-iron and belted out a 178-yard hole-in-one. His ace helped him card a 73 . . . EACH YEAR 20 top scientists from each Junior High School in Sioux Falls, S. D., are selected to demonstrate their projects at a city-wide Science Fair. This year Carol Dean, daughter of Mrs. Helen Dean, clerk-stenographer in the Sector Office and Donnie Miesel, son of Mr. and Mrs. Donald T. Miesel, ES, Maintenance, Sioux Falls, were chosen from Patrick Henry Jr. High and Edison Jr. High. Carol demonstrated how crystals are grown and Donnie won honorable mention by building a mechanical portrayal of the ILS . . . JOSEPH H. TIPPETS, Assistant Administrator of the Western Region recently completed a flight training program and was issued his Blue Seal private pilot certificate by the Los Angeles GADO . . . HERE we go again stating that something is a "first". A news release issued by the Dothan, Ala., Flight Service Station to us states that the first award for sustained superior performance ever presented to an entire FAA facility went to the Dothan Flight Service Station August 2, 1962 when area supervisor Robert B. Thornberry of the Southern Regional office of Atlanta, presented the coveted award to supervisors Claude Stewart, (facility chief), William B. Elliott, Bernadine G. Dykes, and Jeff D. Wright. Others included in the award were James C. Baird, Joseph E. Capo, Ned Cobb, Oral H. Ellis, Charles F. Lamonds, Charlie T. Shirah, William G. Ross and Leonard Harrington. FLY-BY adds its congratulations.



THE AGENCY has approved Lockheed's request to increase the seating capacity of the four-engine JetStar from a 10-place to a 12-place jet transport. The increase will be accomplished through interior arrangement; won't add to the size of the aircraft and will be applicable to all JetStars.



SYSTEMS Equipment Division and Regional Establishment Branch Chief's Conference held April 30-May 2, to discuss the progress and implementation of the F&E Establishment Program. Shown are those who attended the conference.



FAA Flight Inspection aircraft makes a pass over newly-commissioned VOR at Port Said, Egypt, during opening day ceremonies June 5 as a party of UAR and U.S. officials inspected the site. Americans included W. E. Rau, American Vice Consul, Port Said, E. G. Moline, Director, US AID/Cairo, FAAers Francis H. Fuqua, S. Little, R. E. Baldrige, J. F. Tucker, Jr., W. E. Croft, Jr., and K. V. Ahlstrom.

FLY-BY

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Agency's Audit Division

On June 28, 1962, the Administrator signed Change 3 to the Agency Organization Handbook, establishing an Audit Division in the Office of Management Services and discontinuing the Audit Service Branch of the Accounting Division. The new organizational status of the headquarters audit function gives recognition to the expanding needs of Agency management for protective and constructive audit services, as well as to the continuing development in the capability of its internal audit staff.

Seymour E. Blum, Chief of the Accounting Division's Audit Service Branch since joining FAA in January 1960, assumed his new post as Chief, Audit Division on July 1. Blum holds a BBA degree from the City College of New York and a CPA Certificate from the State of New York. In May of this year, the Washington Chapter of the Federal Government Accountants Association presented Blum with an Outstanding Achievement Award for his role in organizing and implementing the Agency's modern broad-gauged internal auditing program.

The Audit Division will be responsible for planning and directing a broad scope of activities designed to aid all levels of FAA management in the prudent conduct of business and financial affairs and in achieving the most effective use of the Agency's resources. The job to be done by the Agency's auditors is a diversified and demanding one—one bringing them in close contact with constantly evolving programs and face to face with challenging new problems. In attaining the over-all objective of service to management, the FAA auditor is engaged in such work as:

- Evaluating Agency accounting, financial and related operations and furnishing objective analyses, recommendations and comments concerning the effectiveness of the activities audited.
- Examining the records of projects sponsored under the Federal-aid Airport Program to determine the allowability of project costs and the amount of Federal participation therein.
- Reviewing FAA contractor and concessionaire operations and furnish-

ing financial advice to procurement officials in the negotiation, award and administration of contracts.

- Determining the financial condition of air carriers as an aid in their certification under the Civil Air Regulations.

In the months ahead the new Audit Division and its counterpart elements in the regional offices and Aeronautical Center will aim to provide more of those services which have significantly helped management in achieving both a prudent stewardship of public funds and effective results for the dollars spent on Agency programs:

- Maintain the trend set in Fiscal Year 1962 when the audit staff reviewed contractor's initial pricing proposals, claims for contract price adjustments and proposed termination settlements involving procurements totalling approximately \$34 million. Their recommendations to contracting officials in these matters resulted in estimated savings to the Government of about \$7.5 million.

- Expand the assistance to the Airports Service. Final audits were made in FY 1962 of 286 FAAP projects which involved total costs of about \$102.3 million. FAA auditors questioned approximately \$12 million of these costs. The settlement of these questioned items will produce very significant savings to the federal Government.

- Perform an Agency-wide internal audit of payroll activities and related pay administration procedures in the second quarter of this fiscal year. This broad-gauged audit, which is being coordinated with the Program Evaluation Division, Office of Personnel and Training, will provide an effective means of meeting management's urgent need for impartial review of this important phase of operations.

- Develop definitive policies and guidelines for evaluating the financial capability of supplemental air carriers and commercial operators in specific relation to safety of flight operations. In coping with this newest responsibility, the FAA auditor faces another great challenge to his professional judgment and competency.



Western Region Assistant Administrator J. H. Tippetts looks admiringly at the 1962 ATCA Queen, Mardie Struhs.

WE Receptionist Is 1962 ATCA Queen

Mardie Struhs of the Western Region's Personnel Office has been chosen as 1962 queen of the Air Traffic Control Association. She will preside at the Association's annual convention to be held in Las Vegas, Nev., October 1-3. The selection was made by a special committee of traffic controllers.

The 21-year-old information-receptionist in the Western Region Headquarters started working for the FAA in May 1961. During her off-duty moments, Mardie's time is devoted toward supporting the Los Angeles baseball team, playing pinochle, bowling, and making frequent visits to the beach.

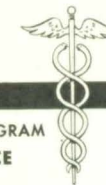
Agency Orders Changed; Appeared in FLY-BY's Special Edition No. 3

There have been some revisions made to the two Agency Orders, *Employee-Management Cooperation in the FAA* and *Adverse Actions, Appeals, and Grievances*, since they appeared in the July Special Edition No. 3 of FLY-BY.

You will receive corrected copies of the Orders soon.

HEALTH FOR ALL

ENVIRONMENTAL HEALTH PROGRAM
AVIATION MEDICAL SERVICE



Contact Lenses

During recent years the popularity of contact lenses has increased many fold. Most ophthalmologists have probably seen a number of cases of corneal abrasion resulting from the wearing of contact lenses.

Corneal damage usually results from improperly fitted lenses or failure of the individual to exercise care in the handling and wearing of lenses.

Many times, properly fitted lenses will cause irritation and even corneal abrasions if the individual wears them too long. This frequently occurs when initial wearing time is increased too rapidly or when the individual tries to wear the lenses for a prolonged period after an interval during which they may have not been worn.

Many individuals use saliva to moisten their lenses. Aside from the esthetic consideration, this is an excellent way to invite ocular infection.

Contact lens wearers should address themselves to the following code:

The hands should be cleansed with soap and water before insertion of contact lenses. Be especially careful whenever bacterial infection, e.g., boils, are present on the body.

Initial wearing time should not be greater than several hours and increase in wearing time should be gradual.

If there is an interruption in the daily wearing of lenses of more than two days, the individual should resume wearing the lenses for several hours and gradually increase his wearing time.

Lenses may be worn for prolonged periods if the fit is good and if they cause no corneal irritation, but they should always be removed at bedtime.

Saliva should never be used as a lubricant for contact lenses.

Lenses should be kept scrupulously clean and must be properly cleansed with antiseptic wetting prior to insertion.

Target Date Moved Up on Headquarters Building

Next July, months ahead of schedule, there will be a grand exit of more than 3500 FAA personnel from six temporary buildings which are widely separated throughout the Washington area.

These 3500 people—members of the Agency's headquarters—will be moving into their permanent quarters in Building FOB 10A. This will bring most of the Agency's headquarters personnel together under one roof.

Personnel not moving into the new building will be those assigned to the Photo Lab, Warehouse, and Printing. They will be housed in Building 159 of the Naval Weapons Plant.

Facing on Independence Avenue, the new headquarters building will occupy a full two blocks between 7th and 9th Streets, S.W. To the rear will be C Street, S.W.

The exterior facing of this 10-story, fully air conditioned building will be of Georgia marble with bronze trim. Some of the unique features of the interior of the building will be:

- Relocatable steel and glass partitions instead of plaster walls.

- Each floor, beginning with the third floor, will have its own color scheme predominant in chair upholstery, rugs, and relocatable steel and glass partitions.

The first two levels of the building will be set back from the street, providing a colonnade on all sides. The first floor will provide space for ship-

ping and receiving, building maintenance personnel, and an exhibit room. A cafeteria capable of accommodating 1355 persons and an executive dining room to accommodate 92 persons will occupy the second floor.

A complete modern clinic, an auditorium with 204 seats, and a few staff offices will occupy the third floor. The remainder of the building will be occupied by FAA offices, with a general library on the 9th floor and the Administrator's suite on the 10th floor.

The sixth floor will contain automatic data processing equipment.

Floors 5 through 9 will have a combination conference room to accommodate 30, 60, or 90 persons by the use of folding doors.

More than 430 automobile parking spaces will be available to FAA employees on two floors located below ground level.

FAA is introducing a new arrangement of office space. Division Chiefs and Branch Chiefs will occupy interior offices while service personnel will be located by the windows. This will permit the visitor to reach the top executive direct from the elevator.

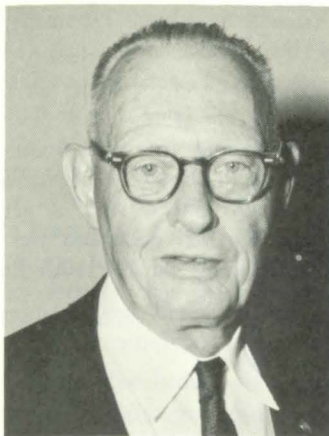
The furniture will be ultra-modern and practical, and uniform throughout the building.

Having all staff personnel in one building will permit proper coordination between the operating Services and Offices and thus enable the Headquarters staff to administer its many and varied programs more efficiently.



SHOWN, from left, during a visit to the FOB #10A site, C. C. Key, Construction Branch Chief, Region 3, GSA, R. J. Bury, MS-130A, Administrator Halaby, J. O. Rasband, Asst. Chief, Design & Construction, GSA, Leonard Wattenberg, MS-135.

Former CAA Head Retires from FAA



Charles I. Stanton, one of the men who pioneered civil aviation in the United States, and a former CAA Administrator, retired July 2 from the Federal Aviation Agency.

Stanton has a record of 44 years continuous service in civil aviation. He won his wings as a lieutenant in the Army Air Service in 1917. In the Air Mail Service, he began as a test pilot in 1918 and rose to the post of Assistant General Superintendent in 1922, spanning the years when air mail service was established.

He joined the Aeronautics Branch of the Department of Commerce in 1927, the Agency's first year of operation, and began a career mostly connected with design, construction, maintenance and modernizing of the nation's airways.

Stanton became Administrator of the CAA in 1942, serving until 1944. After several subsequent years as Deputy Administrator, he left U. S. Government service for a four-year job in Brazil, where he helped organize and became Vice President of the *Instituto Tecnológico de Aeronautica*, which was modeled largely on the Massachusetts Institute of Technology, but limited to aeronautical subjects.

Soon after finishing that work, he served the Bell Telephone Laboratories as a consultant, then left private industry to return to Government in 1956. He headed the Systems Engineering Group of the Air Navigation Development Board and in 1958 became Chief of the Airport and Aircraft Branch of the FAA's Systems Research and Development Service, a position he held at the time of his retirement.

VA Insurance Plan

More than 2.5 million World War II veterans who have not converted their term insurance to permanent plan policies may use an easy-stage method of making the change.

Both the law and VA regulations permit these term policyholders to convert as little as \$1,000 to a plan with fixed premium amounts, in order to avoid the periodic increases in the cost of term insurance.

By converting \$1,000 a year for the next ten years, the full amount of a \$10,000 policy will be in permanent plan insurance within a decade.

VA officials pointed out that annual dividends may be used in the process to reduce the cash outlay.

Permanent plan policies available to World War II term policyholders are ordinarily life, 20-payment life, 20-year endowment, endowment at age 60 and endowment at age 65.

Permanent plans have certain value which term policies do not have, including loan value, cash surrender value and an extended insurance value.

MILEAGE RATES

This article is to allay any confusion that may have arisen as a result of the one entitled "Traveling on Official Business?" that appeared in the April 1962 issue of FLY-BY. The article stated that "... driving your own car or flying your own airplane entitles you to compensation at 12 cents a mile ..."

Actually, the 12 cents is the legal maximum. FAA is prescribing lesser rates that are scaled down from a maximum of 12 cents a mile depending on the type of travel involved. Incidentally, it doesn't have to be "your own car" or airplane. The mileage rates apply to travel in privately-owned automobiles or airplanes. So it doesn't make any difference whether an automobile or airplane belongs to you or someone else, as long as you have a proper authorization for the travel.

The April article also said that you could claim 8 cents for travel by motorcycle. Although the law permits payment at such rate, FAA has never adopted regulations authorizing official travel by motorcycle.



The controversial legislation relating to supplemental air carriers which had been deadlocked in Congress for some time passed both Houses and was sent to the President on June 29. The recent air tragedies involving supplementals induced Congress, with the support of FAA and CAB, to impose tighter regulations, which include:

Liability Insurance—The Board is directed to require supplementals to carry liability insurance to pay for deaths, injuries, or property damage caused by the negligence of the carrier.

Performance Bonds—The CAB may require performance bonds to protect persons against the carrier's failure to perform services.

Minimum Service Requirements—The Board may suspend a carrier's certificate to the extent it does not perform the minimum services prescribed therein.

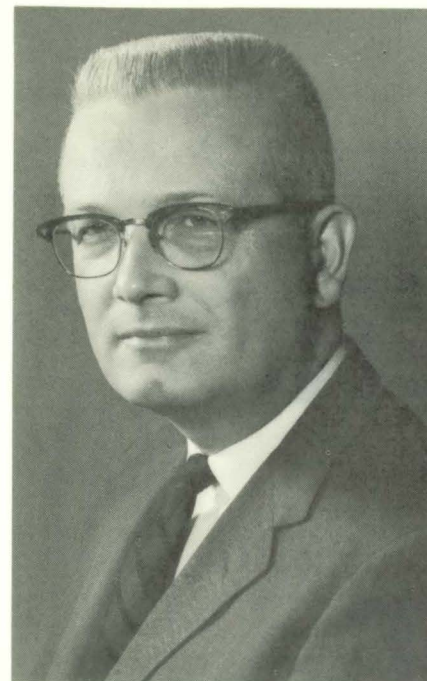
Fitness—Supplementals must be "fit, willing and able", to perform transportation in accordance with CAB standards. This includes financial fitness.

Suspension—Supplementals may be suspended without notice or hearing for 60 day maximum for non-compliance with the Board's standards for liability insurance, minimum service requirements and fitness. Following a hearing, their certificates may be revoked.

Civil Penalties—Continuing Violations of FAA regulations authorize impositions of \$1,000 for each day the violation continues.

New Interim Operating Authority—Interim operating authority issued by the Board is terminated 30 days after the date of enactment. Any carrier which applies for a certificate within the 30 day period may receive interim operating authority to continue to operate for 90 days after enactment. If the Board does not issue a new supplemental certificate within this period, the carrier's operating authority expires.

J. W. Godbold Named OPT Dep. Asst. Admin.



John W. Godbold

John W. Godbold has been named Deputy Assistant Administrator, Office of Personnel and Training. The appointment became effective June 25.

Godbold comes to the FAA from the Civil Service Commission, St. Louis Regional Office where he had been Regional Director since 1954.

He began his Federal Service in 1939 with the National Youth Administration's Jackson, Miss., Regional Office. He left the civil service to serve in the Army from 1942 to 1946, rising from Private to Captain.

In 1946, he resumed his civil service career with the Reconstruction Finance Corporation in the Atlanta, Ga., Regional Office. In 1948, he transferred to the Civil Service Commission Atlanta Region where he served as Deputy Regional Director until 1954, with the exception of a year and a half when he was recalled to active duty with the Air Force as Assistant Director of the Reserve Administration at Robins Air Force Base, Ga.

A native of McComb, Miss., he was graduated with honors from Millsaps College, Jackson, Miss. He later attended the University of Chicago and received a Masters degree in Public Administration from St. Louis University, St. Louis, Mo.

Controllers and Conscientious Citizen Couple-up To Catch Crafty Culprit

Who says air traffic control is a dull job? Surely not the controllers at the Knoxville Tower and Flight Service Station. And most likely you won't either, after reading the following.

At 10:04 p.m. on June 1, 1962, Knoxville Tower received a notice from ATC Winnipeg, Canada that CF-MJJ, PA-18 Super Cruiser, floats only, had been stolen from Nelson Airways, Lakehead, Ontario.

The notice said that the aircraft was last reported departing Decatur, Ala., at 9:05 p.m. June 1, 1962.

At approximately 9:30 the next morning Mrs. Elmer Wood, wife of the owner and operator of East Tennessee Sky Ranch, Knoxville, observed a PA-18 on floats crossing the Sky Ranch at a high altitude and called her husband, who was shooting landings with a student, on UNICOM. She advised him of the situation, feeling that the aircraft might be the one FAA FSS had requested they look for.

Elmer Wood climbed up to the aircraft and verified that it was indeed the one for which he had been alerted.

Mr. Wood immediately contacted Knoxville Flight Service Station and Approach Control, apprising them of the situation, gave his position and requested radar keep the aircraft in sight.

The Flight Service Station immediately organized a posse comprised of the FBI, Tennessee Highway Patrol, Bount County and Knox County Sheriff's Office. Approach Control Radar kept all advised as to the movements of the stolen aircraft.

Elmer Wood continued to tail the aircraft and advised that he had disappeared into the clouds.

Radar advised Mr. Wood that the aircraft was two miles ahead of him and, on his request, vectored Mr. Wood to an intercept position. Visual contact was established when the stolen aircraft came out of the cloud layer.

Mr. Wood continued to follow the aircraft over a devious route until CF-MJJ landed on Cherokee Lake

and taxied up to the Jefferson City boat dock.

A Tennessee Highway Trooper was immediately dispatched to the boat dock. Mr. Wood circled.

(It was then learned that the operator of the boat dock had no high test gas and suggested the pilot return to Knoxville and land on the lake adjacent to one of the island airports.)

Mr. Wood again established his position on the tail of the stolen aircraft and reported his progress and altitude until they were both again identified on radar.

Again Mr. Wood advised that the pilot was climbing to the cloud layers and requested radar vectors through the clouds behind the stolen aircraft. He reported their altitude to Approach Control.

The pilot of the stolen aircraft was tracked on radar to the East Tennessee Sky Ranch.

Mr. Wood advised that the stolen plane was descending to land on the lake immediately behind his office. He also requested that, inasmuch as the pilot might be armed and dangerous, the tower phone his wife and tell her to get out of the office.

The Highway Patrol and FBI were immediately notified of the apparent intentions of the pilot of CF-MJJ. A trooper was dispatched to East Tennessee Sky Ranch and apprehended the pilot as he alighted from the stolen aircraft at 11:05 a.m.

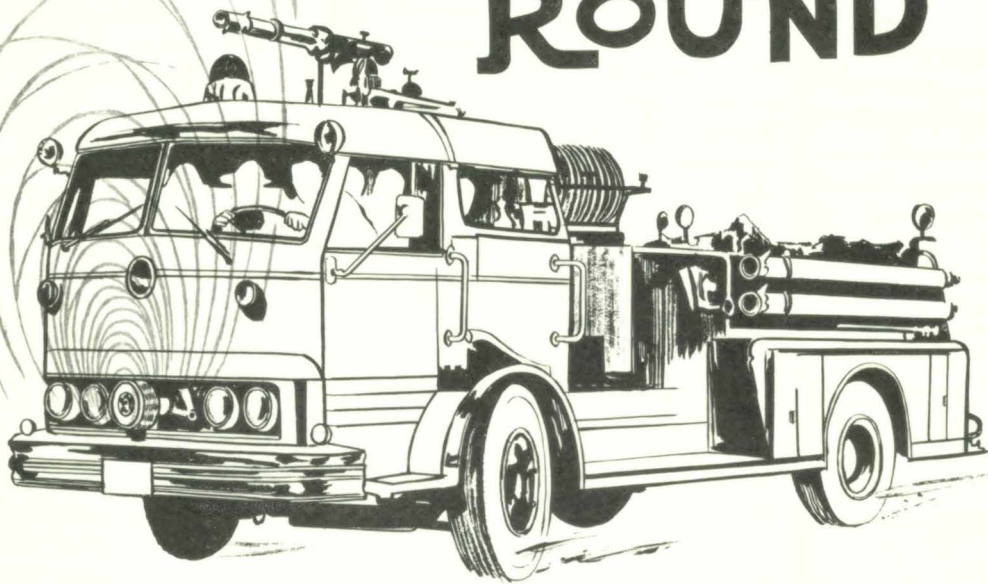
The FBI Agent arrived at approximately 11:10 a.m. and took the prisoner into custody.

Winnipeg, U. S. Immigrations, the FBI and Royal Canadian Mounted Police were all notified.

FAA personnel involved in this episode were W. K. Pearson and Jimmy Murphee of the Flight Service Station, and George N. Clark on radar and Billie F. Solomon in the Tower.

(NOTE: Inasmuch as the pilot was placed in jail awaiting extradition to Canada, no alleged violation of CAR-60 was filed on the pilot for flying through clouds, in controlled airspace, without an IFR clearance.)

STOP THE SIRENS- PREVENT FIRES YEAR 'ROUND



FIRE PREVENTION WEEK
OCTOBER 7-13



Federal Aviation Agency
OCCUPATIONAL SAFETY PROGRAM