

FLY-BY

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FEBRUARY 1962



OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

Worth Noting



The Federal Government provides many valuable protections for its employees against loss of income because of sickness, accidents, and layoffs. A knowledge of these matters will help in planning your insurance and other private financial programs.

Illness. Sick leave may be taken only when you are too ill to work or when you have to visit your physician or dentist. However, it may be conserved and accumulated without limit. Properly used, it is the employee's insurance against loss of income, even in cases of prolonged illness. Many employees have saved more than 1,000 hours of sick leave. If one of these employees should suffer an extended illness, he would draw his full pay while incapacitated for 25 weeks or more.

Sick leave is credited at the rate of 13 days each year, or the equivalent in working time of 2 weeks and 3 days. It has been estimated that roughly comparable protection through privately purchased insurance would cost the average worker \$95 a year.

In addition, there are other provisions which protect you and your family from loss of income during periods of illness. In case of serious disability or ailment, an employee whose sick leave is exhausted can be advanced up to 30 days of sick leave. Also most Federal employees have some accumulation of annual leave to draw on in event of prolonged sickness.

If employees are still unable to return to work after their leave is ex-

hausted, but there is a prospect that they can eventually return to work, Federal agencies can keep them on the rolls without pay, so they have a job to return to when they recover.

On-job injuries. If you are injured on the job, you are entitled to free medicine and medical attendance, plus free hospitalization if you need it. If you do not have sick and annual leave, or do not choose to use them for this purpose, you are also entitled to money benefits for the time you are off the job. There is a 3-day waiting period before these money benefits begin, unless you sustain a permanent injury or unless your disability lasts longer than 21 days beyond any sick or annual leave you choose to use.

For permanent on-job disabilities, an employee with dependents gets about three-fourths pay. An employee without dependents gets about two-thirds pay. Occupational diseases are also covered by these benefits. And there is additional compensation for loss of eyesight or of an arm or leg.

For permanent and total disabilities the compensation may continue for life. And should the former employee's condition require a constant attendant, an additional maximum of \$125 a month may be allowed.

New Fund Program Initiated by CSC

A new approach to Government's fund-raising for charity has been launched by the Civil Service Commission. This is a move to make the program more effective while protecting the rights of the five million civilian and military personnel in Government.

New to the program is the creation of two key advisory groups. One is an advisory council composed of top national leaders in voluntary health and welfare work. The other, a coordinating committee of Government employee-organization leaders and Federal management people. Both groups will advise and assist in problems arising from charity contribution drives. Each Federal department and agency has appointed a top-flight fund raising program coordinator to maintain liaison with CSC. The coordinator will publicize program requirements, investigate and straighten out problems, and help improve the program.

Commission States Employment Rights

Effects of recently enacted amendments to the Universal Military Training and Service Act regarding reemployment rights of Federal employees serving in the armed forces after Aug. 1, 1961, have been explained by the Civil Service Commission.

The amendments extend the reemployment rights of most employees by four years.

Employees enlisting or called to active military duty after Aug. 1, 1961, will have new reemployment rights based on their military service after that date, regardless of the length of any periods of active duty prior to that date. Most employees who were in military service on Aug. 1, 1961, will also have their reemployment rights extended for four years.

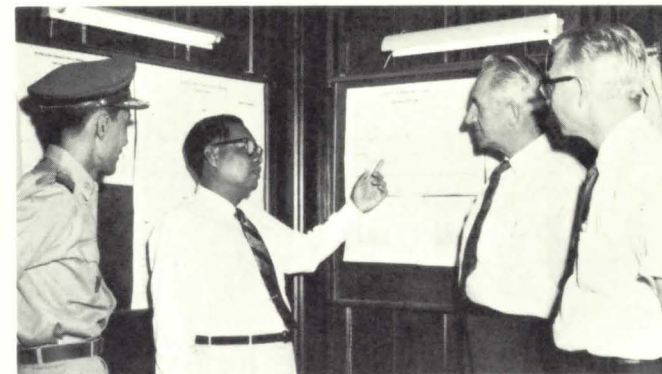
Under the former provision of the law, Federal employees who enlisted or were called to active duty were entitled to job restoration rights only if the total of all their military service after June 24, 1948, did not exceed four years. The amended law establishes two separate four-year limits on military service; one applying to service performed between June 1948 and August 1961; the other to service performed after Aug. 1, 1961. It excludes some military service from the count. Therefore, an employee who was in the military service on Aug. 1, 1961, should check with his employing agency within 90 days after his separation from the armed forces, even though he believes he may already have forfeited his reemployment rights.



COVER—Inspectors McNulty and Skully of the Idlewild DCO inspect modern approach lights used to guide pilots landing at N.Y. International Airport, one of the world's busiest.

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

OUR MORNING mail recently contained a newspaper clip from the Yuma, Ariz., Daily Sun, recording an FAA save. It seems that when Paul Garbor, a cotton harvesting contractor of Bakersfield, Calif., found himself encircled by clouds at 17,500 feet over Blythe, Ariz., last December, he became worried and began calling around for a way to get down. L. R. Foos and B. L. Boyte, of Yuma Flight Service Station, contacted Garbor and told him to circle while they attempted to get him an IFR letdown clearance. A short time later Garbor radioed that his plane was icing up, its pitot tube was not functioning and he had lost airspeed indication. To make a long story short, Foos and Boyte, with the cooperation of Yuma Marine and Air Force Radar and VOR, talked Garbor safely down saving his life . . . WE HAVE proof that FAAers have taken President Kennedy's plea for physical fitness to heart. Engineer Michael Sailor was staking out the new Visual Glide Slope System at O'Hare Field last year when a pilot of a foreign airline apparently misjudged his approach, touched down about 1400 feet from the end of the runway and finally came to a halt about 300 feet from the end—the same spot that Mike had previously been interested in. Fortunately Mike had noted the plane's trouble, grabbed his transit and sprinted out of its path. When the excitement had died down, he returned to his previously established and undisputed work area to complete his survey . . . SEVEN former airline pilots, retired from service last year under the FAA's age 60 Rule, have joined the Agency as air carrier safety inspectors. The seven, and the areas in which they are assigned are: Joseph E. Ohrbeck, Alaska; Wendell F. Peterson, FAA International District Office in New York; Roger H. Taylor, and Foster V. Tompkins, Southwest Region; Maurice C. Hack, Central Region; William N. Hudson, Eastern Region; and Donald R. Terry, FAA International Field Office, Rome, Italy. All have years of experience in domestic and international airline flying. We happened to interview Peterson while in New York recently. He has logged 25,000 hours of flight time . . . SOME 30 personnel of Washington's Air Traffic Service flight information division have moved to Virginia. Their new office is located in the shopping center at Baileys Crossroads, a few miles from Washington . . . WE noted in a recent issue of the Aeronautical Center's BEACON that it is still looking for pioneers who were on hand for the establishment of the Aeronautical Center. If you were one of them, please drop the Beacon office a note saying when you arrived (in 1946) at the Center, to what organization you were assigned, and where you are now working . . . SPEAKING of the Center, the FAA Flying Club there has sent letters to the various regions offering organizational assistance in establishing Flying Clubs throughout the Agency. Administrator Halaby is in favor of such groups . . . HAVING worked in the aviation field for sometime, we fancy ourselves hep to the latest Agency jargon. We must admit, however, we were recently thrown for a loss by the contraction TWEB used in this issue. Just in case you don't know, a TWEB is a Transcribed Weather Broadcast.



FAAer Fredric Stephens (3rd from left), chief of the U. S. AID's Civil Aviation Assistance Group in Indonesia and M. T. Hargreaves (right), also of U. S. group, discuss programs with that country's Minister of Air Communications, Commodore R. Iskandar (pointing) and Colonel Soerjono, chief of the planning bureau, Dept. of Air Communications.



FOB 10, the Agency's future home on Independence Ave., near the Smithsonian Institute in Washington, begins to take shape. The 10-story, ultra-modern office complex is scheduled for occupancy by Agency personnel in 1963.



GUEST of honor Joseph Tippetts, former director of AFS and Administrator Halaby chuckle over caricaturization presented Tippetts at a Washington party upon his becoming assistant administrator of the Western Region.

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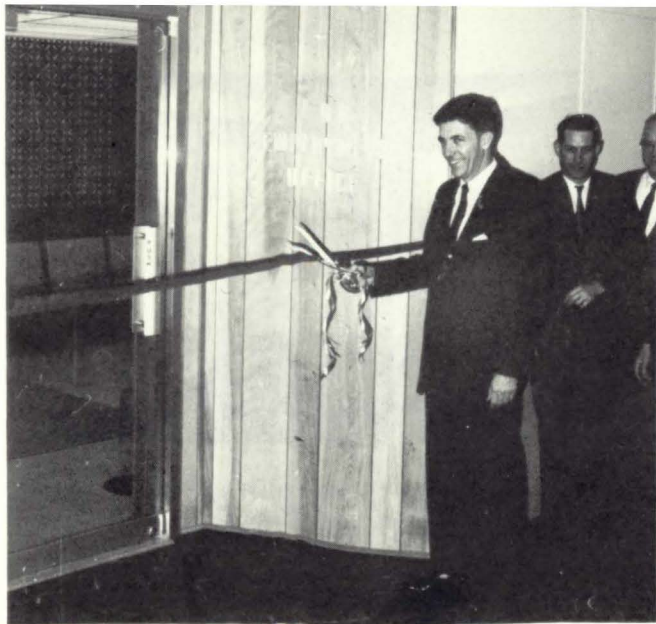
Editor

Thomas J. Wholey

Associate Editor

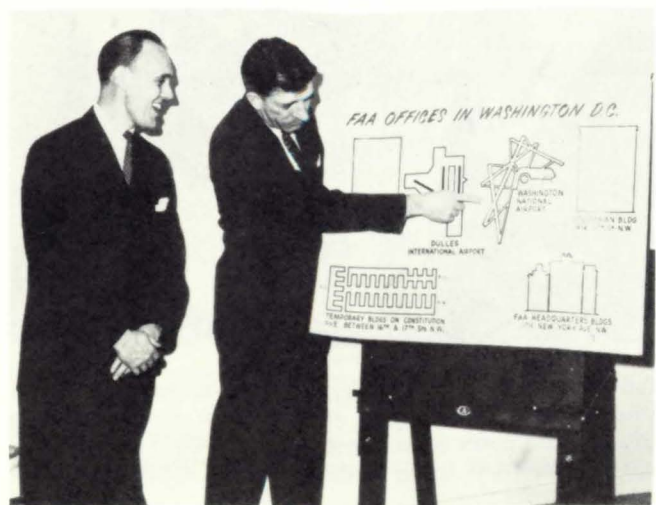
Thomas Wright

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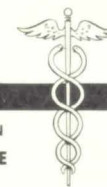
New Office Opens

The Headquarters Employment Office underwent a face-lifting and, early in January, opened for business amid ruffles and flourishes. An experiment in color and design, the enclosure shows what offices within the Headquarters Building now being constructed will look like. Actually three offices in one, the information office is in the center. To its left, the employment office and to its right, an all purpose conference and waiting room. Fotos from top left and reading clockwise show: (1) Administrator Halaby cutting traditional ribbon; (2) Guests attending reception; (3) WPOD Chief John Langer, Mrs. Carol McKenney and Mrs. Elizabeth White, look on as Employment Branch Chief Miss Ann Silvers tries out her new desk; (4) Visitors admire modern decor of conference room; and (5) Receptionist Mrs. Elise Bartlett answers a query of office's first customer, Air Force Major Mark J. Gilles; and (6) Administrator Halaby and Assistant Administrator for Personnel and Training R. H. Willey examine chart of Washington operations.



HEALTH FOR ALL

ENVIRONMENTAL HEALTH DIVISION
AVIATION MEDICAL SERVICE



It Takes Just One

In Italy, twenty-four nursery school children caught active TB from their teacher. In Canada, one woman with active TB infected twenty-two others with active disease, some of them in no more than a week of contact. While both these instances are a little unusual, it is a fact that a case of infectious tuberculosis in a community is a great hazard.

Those who have never before come in contact with TB germs are particularly vulnerable. Someone in poor general health, exposed just once or twice to an overwhelming dose of TB germs, can come down with active disease. However, active tuberculosis is more likely to result from repeated exposure.

Because a case of active TB can do a great deal of damage in a short time, it is important to examine everyone who has been living or working closely with somebody who has contracted active TB. Sometimes these examinations pinpoint the person who was the original source of infection, but didn't know he had the disease. Once found he can be treated before anyone else catches his illness. Other times, the check up finds those who have just caught the illness from the original case. Then they can be treated early when a cure is quickest.

• *Anyone can catch TB.* Older people tend to be at greater risk, whereas, not too long ago, TB was previously a disease of young people.

• *TB is not inherited.* TB is an infectious disease and when one member of a family gets it he can pass the germs on to the others.

• *Special climate is not important in the treatment of TB.* With good medical care you can get well in any climate, from Alaska to Florida.

• *You can have TB and still feel well.* You may have TB and show no symptoms until the disease is advanced. A regular TB check-up-tuberculin test or chest X-ray—is a smart idea.

• *TB can be cured.* With early and proper medical care, a person can recover from tuberculosis and live a normal life. That's the good news in tuberculosis today.



Voice From the Blue

PILOTS! Do you remember Alice, Dogwood or Brushy Run? Sure you do. Alice is in Texas; Dogwood in Missouri and Brushy Run in Virginia. They are three of the more than 600 VOR's (very high frequency omni-directional range stations for radio direction finding) of the FAA.

Remember that time you were going from Laredo to Corpus Christi and every 30 seconds you heard the omni radio voice say, "Alice omni?" Or that time when the weather was bad over Virginia and the voice came in loud and clear saying "Brushy Run omni?"

That guiding voice doesn't come from deep within someone trained at a speech school to care-ful-ly and cor-rect-ly e-nun-ci-ate ev'-er-y word prop'er-ly.

The voice of omni is more at home answering telephones and typing as a secretary than sitting behind a microphone in a recording studio.

Helen Tully (insert above), is the real name for the voice of omni. She's employed by the Agency as a secretary at the Aeronautical Center. In the past year she has made nearly 100 of the brief recordings for omni stations and, in time, her voice will be heard by all pilots tuning in on any omni station in the country.

Miss Tully makes the recordings on a basis of need, when a new station is installed or for a replacement. She re-

cords the station identification about 10 times on tape. The best recording is re-recorded on film, like the movies, and sent to the station. FAA engineers say the film has a longer life and better tone qualities than tape.

Miss Tully got the voice of omni job by accident. Voice tests were being made at the Center. Ten men and two women were asked to participate. When experts elsewhere made their decision, Miss Tully had come out the victor.

THE OMNI STATION at Alice, Tex., is the one she remembers the most, because an FAA pilot recalled hearing her when he flew over.

Helen has not had the chance to hear herself while in a plane, but thinks she would enjoy such an experience.

She shares the recording with a Morse code dot-dash recording that is also broadcast by the omni stations.

With omni, pilots are able to determine where they are in relation to the station and whether they are going to or from the station.

In describing her role as a nameless voice in the blue, Helen says, "It's quite a kick and it takes me into a different field than the normal secretarial chores."

So, if you're flying and using the VOR, don't be surprised if a very feminine voice gives you the station identification. It'll be Helen Tully, the secretary whose voice is in the "blue yonder."

Yukon Gold Camps Recalled

CORA B. and Lillian G. Smith were telephone operators in Alaskan and Yukon gold camps back in 1907.

Today Lillian G. Smith Watson operates the switchboard of the Alaskan Region headquarters in Anchorage, where the adventures are not as interesting, the rewards not as varied, and the pressure much greater.

While placing a call for Assistant Administrator Allen Hulen to someone at Adak, far down the Aleutian Chain, she remembers the days when "Discovery" was the location of Central; when miner's phoned from twenty miles up and down the gold creeks to order supplies, to ask her to deliver messages, to report a railroad robbery of three pokes of gold, or to give a message to the U.S. Marshal such as, "I've just killed a man. I'll be in to give myself up."

Today her customers are grateful for her fine service. But few of them—very few—come into her room in the Federal Building, throw a buckskin poke on the table, as occasionally happened in early days, and say: "Thank you for helping me. Pick yourself out a pretty nugget."

She and her sister had many opportunities like that, and today—in a safety deposit box in Anchorage there is a five-foot necklace of gold nuggets which they presented to their mother herself a pioneer wife who crossed the continent in a covered wagon.

Lillian was born in Seattle in 1893; Cora, in Ft. Dodge four years earlier. Their two older brothers had headed for the Klondike, followed by an older sister and her husband. They invited Cora to follow them to Dawson City to operate the first switchboard in the area. She was then eighteen. Lillian and her mother followed a year later. They left Vancouver August 23rd and arrived at their destination a month later—traveling by ship, river boats, railroads and horse drawn stages.

The switchboard was the old fashioned tall type with the drop system. Service was provided 24 hours a day—Cora op-

erated during the day and Lillian took care of the night work.

Henry A. Weir was the representative of the numerous telephone systems. He was Johnny-on-the-spot wherever gold was discovered. Miners, far up Bonanza, Eldorado or Gold Run in the Yukon country, wanted communication with Dawson. Henry did not dig for gold, he strung wires. In 1912 Cora and Henry were married. After his death in 1945, she lived with her sister in the charming log house in Anchorage until her death in early 1961.

From Dawson the Smith girls followed the fever of gold and the telephone wires to Fairbanks, Dome Creek, Chatanika and Cleary. In 1911 they followed the big stampede to Iditarod on the Crooked River 625 miles from the Yukon where Hy Weir had installed the telephone system.

IDITAROD WAS A booming stampede camp where many of the famous Northern characters had landed and many fortunes were in the making. In this muskeg country, outdoor sports were limited to skis and snowshoes, while indoor sports in the form of basketball provided the winters' interest, especially as played by young womens' teams of Iditarod and the nearby gold camps of Flat and Otter. Iditarod team was almost unbeaten when Lillian as "Smitty" was the star of the team. Bets from \$10 to \$100 were often made as to whether or not she could score a basket.

There Lillian was courted by Harry Watson, a steamboat man. Much later he joined the CAA and when he retired in 1954 in Anchorage, the celebration grew and grew until all Anchorage was celebrating "Harry Watson Day." Today, retired, he is still popular as a member of the Seniors' Bowling Team, which has been battling FAA youngsters at local alleys for 15 years. Just recently Harry and Lillian were elected King and Queen Regents of the famous Anchorage Fur Rendezvous.

Harry's job in the early years was to recruit steamboat crews in the States and ply the Yukon with big stern-wheelers in the short summer season for the North American Transportation and Trading Company. In the fall the boats were tied up in some slough along the Yukon for the winter and the crews of the boats were moved several hundred miles over the White Pass or to

EARLY settler Watson is shown operating her present-day switchboard in Alaskan Reg. headquarters at Anchorage.



Valdez to board the ship for Seattle, "Alaska's Home Town."

During the winter months Watson solicited freight in the States for the next season's shipping to Alaska. In the spring he would head north with the crews to service the boats for the summer's work. This was done while waiting for the breakup.

From the mouth of the Yukon up to Iditarod was Harry's area. One day at St. Michael while on his way to the States he met Lillian with her lovely, bright bronze hair. She was just 19 and a belle of the Northland among miners, many of whom were homesick and women-hungry. In the spring of 1913 Harry made up his mind to see more of this young lady so he went to Iditarod, but she was not there.

Once again when Harry was in Marshall he learned this girl was in Fairbanks, so he hitched up his team of dogs and departed that town on Thanksgiving and arrived in Fairbanks Christmas Eve—the round trip clocking 1200 miles.

A hundred incidents crowd the memories of these folks today. There was the time that Lillian landed in a pickle barrel at a party. A trapdoor in the floor gave way plunging her into the cellar and the open pickle barrel.

THERE WAS ALSO the great gold robbery, a most unusual event in those days when honesty was the best, safest and most rewarding policy where few lawmen were on hand. The narrow gauge mule-drawn railroad from Iditarod to Flat served miners up and down the creeks. On it they sent their gold for safe keeping to the banks in Iditarod. Three men held up this train one morning and started a thrilling chain of circumstances. Lillian was at the core of the excitement, phoning to the many subscribers and suggesting posses for the chase. Within a few minutes nearly everyone with their rifles and shotguns took off on the man-hunt. The hill back of the city looked like an ant nest that had had honey spilled on it. It was alive with people. Within a few hours the gold was recovered and the men arrested.

One night while Lillian was alone at the switchboard a voice came over the wires saying: "I've just killed a man and I'm on my way to Dome to give myself up. Please phone the marshal." He arrived in a short time, paid the



CHERISHED photos of Lillian and Harry Watson made by Juneau photographer on wedding day, Nov. 11, 1925.

\$1.00 for the long distance call and waited three hours in her office. Finally the officer arrived and arrested him.

Adventures in the wild country were not the whole of the Watson Story. Harry was elected to the Alaska Legislature in 1924 and after serving one term was appointed secretary to the Governor.

In the spring of 1925 Lillian was working as Registration and Postal Savings clerk in the Fairbanks Post Office when a package came in for Registration to Nenana. There seemed nothing unusual about the package and it was registered and dispatched. The next morning, upon delivery in Nenana it was discovered that it contained an old magazine instead of a \$10,000 payroll. This led to the arrest of a local Fairbanks resident. The trail was transferred to Juneau where Lillian was called as a chief witness.

A short time later Harry and Lillian were married in the Governor's man-

sion with the Governor as best man. They resided there where Lillian was official hostess, entertaining many groups of officials and local residents.

After four terms as Secretary Harry joined the Miners' Association of Alaska and they moved to Fairbanks where Lillian had formerly handled the switchboard. When they moved to Anchorage in 1942 the CAA was having switchboard trouble, and Harry at that time working for CAA as Budget Officer, said he knew the cure. Lillian took over and has continued to manage the FAA switchboard ever since.

Their log cabin is a show place, a few blocks from one of Anchorage's 14 story apartment buildings. In summer, it is almost obscured by flowers. In winter it is a picture postcard of the far north. Inside, there is a pink kitchen, electric freezer, old fashioned furniture, mementos—enough memories for a book someone should write titled: "Telephone Girl in the Gold Camps."

LOG CABIN home of Watsons, like a picture postcard, contrasts sharply with nearby concrete and steel buildings of today's modern city of Anchorage.



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 local personnel office.

Agency Orders

No. 75 (5 Dec. 61)—Informs personnel of national and Agency policy concerning assistance to small business concerns.

No. 76 (12 Dec. 61)—Establishes policy on use of liquidated damages provisions in FAA procurement contracts.

No. 24 (18 Dec. 61)—Describes approved organization of headquarters of the Southern Region.

No. 25 (18 Dec. 61)—Describes approved organization of the Southwest Region headquarters.

No. 26 (18 Dec. 61)—Describes responsibility and authority of the Assistant Administrators of Central, Western, and Alaskan Regions and prescribes organizational relationships between Agency headquarters and Regions.

No. 9 (28 Dec. 61)—Prescribes organizational structure and functions of the Aviation Research and Development Service.

Agency Bulletins

No. 61-20 (29 Nov. 61)—Establishes a Control Systems Division and abolishes the Safety Evaluation and the Examination and Records Division in the Flight Standards Service.

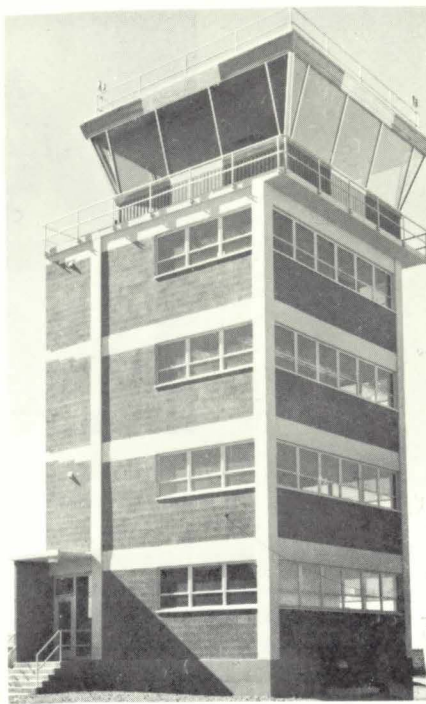
No. 61-21 (5 Dec. 61)—Establishes within Air Traffic Service an organizational element to plan, control, and direct all Service programs concerned with improving and modifying the air traffic control system.

No. 61-22 (6 Dec. 61)—Prescribes terminology appropriate to the function which was formerly called "flight check" to be now correctly identified and referred to as "flight inspection."

Agency Practices

No. 1-3 (15 Nov. 61)—Revision to Preparation of Memoranda.

No. 3-531 (22 Nov. 61)—Revision to Pay Under Classification Act System.



KING Salmon tower, one of Alaska's newest, was opened last December.

No. 11-5 (22 Nov. 61)—Additional withholding of Federal Income Tax.

No. 8-1 (28 Nov. 61)—Establishes a continuing records management program and assigns responsibility for administration of the program.

No. 9-3 (5 Dec. 61)—Sets forth basic policies and standards governing visual services.

No. 11-6 (13 Dec. 61)—Provides current instructions for the processing of receiving and inspection reports.

No. 11-7 (21 Dec. 61)—Prescribes revised procedures for expediting lease-rental payments.

Practice Bulletins

No. 2-12—Announces amendment to Standardized Government Travel Regulations to provide for payment of parking fees when privately owned autos are used on official business.

No. 3-3 (25 Oct. 61)—Establishes policy and procedures governing excused absence for employees who donate blood.

No. 9-1 (27 Nov. 61)—Provides for immediate implementation of a new regulation of Joint Committee on Printing, Congress of the U. S. relative to printing requirements resulting from contracts for equipment and services.

Airline Pilot Lauds Maintenance People

Speaking at a November banquet in Minneapolis, a well-known airline pilot declared that aviation today owes a debt of gratitude to the FAA maintenance technician.

"The highest compliment that can be paid this 'man on the ground' is that he is taken for granted by those who fly the vast Federal Airways System." These were the words expressed by Northwest Airlines pilot Robert N. Rockwell as he spoke before a conference of systems maintenance sector chiefs from the Fargo and Minneapolis Districts.

"As pilots, we deal with the 'end product', and perhaps do not often stop to think that behind the instruments upon which we rely, there are men such as you. The history of Federal Airways reliability is legend, and this must be because you have made it so."

It is a comfort to us who fly to know that you who maintain the various navigational systems are doing such a fine job. You may think we take you for granted—and we do. By the same token, we take for granted the Federal Airways. Thus, if you technicians sometimes get a feeling of being 'forgotten men', let me remind you that this is not so—for we know you are there, and if you were not doing your job, we could hardly get off the ground."

NEW FACILITIES

Twenty major facilities were commissioned during November 1961. These included a VOR at Hancock, N.Y.; a TVOR at Astoria, Ore.; five VORTAC, one each at McDonough, Ga., Alamosa, Colo., Tower City, Pa., Columbus, Miss., and Tidiouti, Pa.

Two ALS and two SFL, one each at New Orleans, La., and Erie, Pa.; four ILS at Asheville, N. C., Lake Charles, La., Huntsville, Ala., and Seattle (Boeing) Wash.; one PAR at Lincoln, Neb.; one LRR at Phoenix, Ariz.

Three towers were also added, one at Troutdale, Ore., W. Chicago (DuPage), Ill., and Idaho Falls, Idaho. Other facilities commissioned in November include a TWEB at Winslow, Ariz., one FSS at Teterboro, N. J., and a VOT at Buffalo, N. Y.

The Air Carrier Inspector

If you were among the more than 61 million passengers who flew with scheduled U.S. air carriers last year, you may recall seeing a neatly dressed man carrying a large, official-looking leather bag, who boarded your plane and disappeared into the forward crews compartment.

If you did, you probably assumed that he was a company official or a late arriving crewman.

Chances are you were wrong.

In all probability, the stranger was neither an official nor a crewman, but one of the more than 285 air carrier inspectors of the FAA whose job is to help ensure your personal safety by making periodic enroute flight inspections aboard U. S. airliners.

Today's jet-age air traveler is one of the most protected commuters in American history. From the moment he boards his plane to the time he arrives at his final destination, he commands the services of an army of skilled technicians. These specialists, like the anonymous FAA inspector, are the behind-the-scenes personnel who have helped make flying in scheduled airlines many times safer today than traveling in the family auto.

Last year was rated the third safest in the history of U.S. scheduled air operations. This led some unknown sta-



CAPTAIN Evans and co-pilot W. E. Reetz go over 707 check list as Inspector Zarzycki (left) observes. Flight engineer will occupy seat behind co-pilot.

tistician to compute that if you began flying eight hours daily on January 1, 1962, at last year's accident rate you wouldn't become involved in a fatal crash until the year 2144.

Some fast arithmetic on your part will show that these are pretty good odds, but the FAA which is responsible for the safety of air travelers, intends to see that your odds are even bettered.

The Flight Standards Service (FSS), headed by Director George C. Prill, plays an important part in helping fulfill FAA's mission.

Air carrier inspectors are members of the FSS.

Inspectors operate from air carrier district offices and international field offices in the U. S. and overseas.

District offices are located in most of the major cities within the five continental U.S. FAA regions, as well as in Honolulu, Juneau, Anchorage, Fairbanks and San Juan. Organizationally, these are under the assistant administrator of the region they are in.

BUSY airport at Idlewild is one of the largest and most modern in world. Huge overseas arrivals building in background is 11 blocks long. Note FAA tower.



International field offices are maintained in London, Rome, Frankfurt, Beirut, Rio de Janeiro, Buenos Aires, Lima, Manila, and Tokyo. In addition, there are international offices in New York, Miami, San Francisco and Minneapolis. Field offices are under the jurisdiction of the FSS International Division in Washington.

What are some of the functions of an air carrier district office? How does the air carrier inspector operate? To get the answers to these and other questions FLY-BY recently visited the Eastern Region's district office on N.Y. International Airport at Idlewild, one of the largest and most modern in the world. It ranked second in air carrier operations during fiscal year 1961.

Operated by the Port of New York Authority, the vast airport sprawls across some 4,900 acres of land on the edge of Jamaica Bay, about 16 miles from downtown Manhattan.

Both the district and the international field office occupy space on the second floor of the administration building, a few minutes drive from the terminal area and a block or so from the FAA's regional headquarters.

The air carrier district office at N.Y. International and other air carrier offices around the country, are responsible for a multitude of functions. Briefly, however, its major role is to administer the CARs as they relate to air carrier operations. It includes the following:

- Certification of airmen; both pilots and flight engineers.

- Certifying original training and type rating of pilots and engineers.

- Observing and conducting proficiency flight checks of pilots and engineers.

- Conducting periodic en route flight inspections of air carriers.

- Carrying out proving flights for the introduction of new types of aircraft and new routes.

- Determining that the air carrier CARs operate safely within the air transportation system; including adequacy of training, airports, communications, navigation, etc.

In addition, the office is responsible for anything relating to air carrier operations at Idlewild or in the Long Island area. Among other things this includes accident and near-accident investigations, checking out public complaints, and ensuring that safety regulations are observed about the airport.

These are only some of the functions performed by Richard P. Skully, supervising inspector of the Idlewild office and a staff of 20 air carrier inspectors. The staff is composed of 13 operations inspectors, 5 maintenance inspectors and 3 electrical/electronics inspectors.

Skully, like most of his personnel has had broad experience in airline operations and is a former service pilot (Air Force), with thousands of hours experience in both conventional and jet-powered aircraft.

Air carrier inspectors of the Idlewild office have a number of things in common. They are for the most part, married and have been flying for many years. They are usually in their 40's.

They are often called upon to work long and irregular hours. En route flight

inspections, training, and other phases of their work can and often does, take them away from home for days.

Inspectors Versatile

The air carrier operations inspector is a versatile man. He must be a qualified flight engineer as well as a pilot and must hold a type rating on the particular type of aircraft being utilized at the time of the inspection. This requires that the inspector attend the same ground school courses and receive the equivalent flight training as that of the airline pilot he is required to check.

In addition, he receives some 25 hours of recurrent flight training, plus many hours of annual ground schooling at the FAA Academy in Oklahoma City.

New Aircraft

The introduction of a new aircraft to U.S. carrier operations also involves months of training and preparation by Agency inspectors.

A recent example of this was the certification of Canada's new hinge-tailed Canadair CL-44, now being used by several of our carriers.

Joseph Farinacci, aviation operations inspector at Idlewild was assigned to the new plane's flight operations evaluation board. He received six months of extensive training in Canada which included observing certain portions of the certification flight tests, actual flight training in the aircraft and finally being type rated in its equipment. He also helped prepare both ground and flight training standards.

There are operations inspectors at Idlewild who specialize in pure jets such as the Boeing 707 and Convair 880. There are also specialists for the Electra and other aircraft.



FAAer Don Houghten and Inspector Zarzycki leave office on assignment.

Edward Zarzycki, 42, one of two 707 specialists with the Idlewild office, can be described as a typical inspector.

Zarzycki got the flying bug as a teenager in 1935. He received his first formal training in 1938 and entered the Marine Corps reserve the following year as a mechanic. He was assigned to flight training in 1940 and flew Marine transports during the war. Released from active duty in 1945, he went to work as a non-sked pilot until recalled to active duty with the Marines in 1952 for Korea. Released again in 1954 he returned to non-sked operations.

Ed joined the CAA as an inspector in 1958. He has been assigned to the Boeing program for about two years and has logged about 150 hours in the 707. He has a total of about 14,000 hours of flight time.

He explained that a large district office may be concerned primarily with one particular airline. This is because certificates of our major air carriers are held in various regions. For example, TWA's certificate is held at Kansas City, thus the major share of its training program and en route checks is the responsibility of Central Region's district office there. United Air Lines' certificate is maintained in Denver, while Eastern's is at Miami.

American Airline's certificate is held in New York. It is therefore the largest single customer of the Idlewild office. This does not, however, mean the office deals only with American. Other district offices and the air carriers themselves, can request that Idlewild provide en route checks and sometimes type ratings

for air carriers operating in the Eastern Region.

Zarzycki went on to say that every pilot and engineer flying turbo-prop or jet aircraft for U.S. air carriers must be type rated in that particular aircraft by an FAA inspector. No one else is authorized to do this job. A pilot or engineer taking the big step forward into the jet field faces one of the stiffest flight examinations required by any country in the world.

In addition to being type rated, all carrier pilots and engineers are required by civil air regulations to receive periodic proficiency flight checks. Due to the number and frequency of such checks, it would be a physical impossibility for the FAA to conduct them all. Instead an airline requests that the Agency certify a certain number of its pilots as check airmen. Before being certified as such, they must pass strict proficiency checks given by FAA inspectors. Check airmen are designated for both pilots and engineers.

The agency's responsibility does not end here. The Idlewild office attempts to observe at least 20 percent of all flight checks given first and second officers by American check pilots, as well as observing each American captain at least once a year. The schedule also calls for observation of captains en route at least once a year.

Proficiency Flight Checks

A typical proficiency flight check normally takes about six hours, while an en route flight inspection may keep an inspector away from his desk for several days.

FLIGHT engineer inspects huge wheels of TWA jet, one of many check items.



Should you accompany Ed Zarzycki on a routine proficiency check, you would probably find yourself arising before dawn, as such a flight check might be scheduled for 6 a.m. or earlier.

Arriving at the air carrier's operation center, Zarzycki meets with the pilot and discusses the various maneuvers and items to be covered.

Next they proceed to the aircraft where the pilot or engineer is observed making his "Walk Around," or exterior inspection of the plane. This part alone, may take from one to two hours to complete.

Entering the plane, the pilot inspects the cabin, working forward to the cockpit and its prolonged check. There are some 76 items which must be checked before the engines of today's 707 jet can be started.

Once taxiing and takeoff portions of the check are completed the airborne part commences. This flight test may take from two to three hours.

Returning to base, pilot and inspector spend about an hour in debriefing. This ends the check for the pilot, but not the FAA inspector. Back at his desk he faces a stack of paperwork which must be completed before his job ends.

The en route flight inspection performed by an FAA operations inspector is usually longer. The inspector boards the plane at Idlewild and accompanies it to a selected destination. During the flight he occupies the jump seat directly behind the pilot where he can observe the crew at work.

Not Always Routine

To the desk-bound layman an air inspector's job might sound adventure-some, but to veteran inspectors like Ed Zarzycki, it is routine. There are some occasions, however, when this routine is broken.

Such an occasion occurred last year during a period marked by a series of bomb scares throughout the country.

A customs official examining baggage at International Airport came across a cylindrical-shaped package hidden between layers of clothing. A closer look revealed the words "Nitro—Caution," crudely labeled on its brown wrapping paper cover. Following orders he immediately summoned his chief, who in turn notified the FAA and police.

By the time Zarzycki arrived, the suspicious package had been moved to an isolated spot.



INSPECTORS Skully and McNulty examine high intensity runway lights.

Sometime later a N.Y. police bomb squad truck roared on to the field. An armored specialist took the package and slowly stripped it of its covering. Inside were several tightly rolled stacks of coins.

A young air traveler, fearing that someone might abscond with his hard earned coin collection, had done the labeling.

How does the family of an air inspector look upon his work?

Mrs. Zarzycki and their teen-age daughter are accustomed to Ed's love of flying and seldom give it a second thought.

Early one morning last year, Zarzycki boarded a jet at Idlewild and some hours later debarked at San Francisco. While awaiting his return flight, he had a hot dog and glass of orange juice.

Returning home that same night, he recalls a conversation something like this:

Wife: "What did you do at the office today, dear?"

Ed: "I flew out to San Francisco."

Wife: "What did you do while you were there?"

Ed: "I had a glass of orange juice and a hot dog."

The family conversation then turned to other subjects of the day.

AMERICAN Captain C. W. Evans and Zarzycki go over a flight plan (left). Later Zarzycki observes a TWA flight engineer making a pre-flight "Walk Around."



Supersonic Transport Group Named

An advisory group to assist in the national long-range group program to develop a supersonic transport by the early 1970's has been named by Administrator Halaby.

The new group is headed by retired Air Force General Orval R. Cook. It includes Dr. Theodore P. Wright, chairman of the board, Cornell Aeronautical Laboratory; Alvin S. White, chief engineering test pilot, North American Aviation; William B. Harding of Smith, Barney & Co.; James Mitchell, vice president, Chase Manhattan Bank; Roger Lewis, executive vice president-administration, Pan American World Airways; William Littlewood, vice president of equipment research, American Airlines; and Captain Robert N. Buck, Trans World Airlines pilot.

The FAA, Department of Defense and National Aeronautics and Space Administration are jointly conducting the long-range program to assist the aviation industry in developing an economically competitive commercial supersonic transport.

A supersonic transport steering group, headed by Halaby and including Joseph S. Imirie, assistant secretary of the Air Force for materiel, and Ira H. Abbott, NASA director for advanced research programs, formulates general policy and provides overall guidance for the Government's role in the program.

General Cook's group will provide advice and recommendations on matters related to aviation economics, airline operations, aeronautical research and development, manufacturing and other significant aspects of public and industry interest related to the program. They will serve without pay.

The Airplane

What will the Mach 3 transport be like?

Manufacturers estimate that the prototype model will have a range of 3,500 nautical miles, giving it ocean-spanning capabilities. It will weigh approximately 400,000 pounds, have a wing span of 100 feet and a fuselage about twice that length.

The plane will carry 100 to 150 passengers and will cruise at 2,000 mph at 70,000 feet.

There are many problems which will require solving before a prototype is built or test-flown.

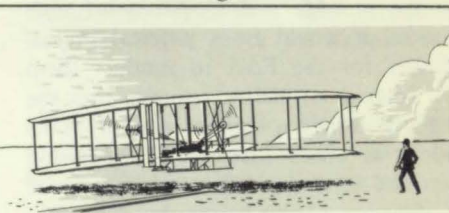
It is common belief that a new type of power plant must be developed for the new transport. Present ones are not suitable to provide the burst of power needed to accelerate the plane from subsonic to the supersonic speeds at which it will cruise in the stratosphere.

Wing design will require considerable research to be efficient at both low

and high speeds. One idea broached is for a wing that can be mechanically swept back to a delta shape when the plane enters its high speed range.

Fuselage and wing structural materials able to withstand special thermal conditions of Mach 3 flight must also be researched, and according to an FAA report, a primary operational problem is the sonic boom. Tests are being conducted to determine how much this unpleasant by-product of the jet age is attenuated at high altitudes.

AVIATION MILESTONES



Signal Corps Specification 486

On February 6, 1908, bids for the Army's first airplane were considered by the Board of Ordnance and Fortification which recommended acceptance of those by J. F. Scott, A. M. Herring, and Wright Brothers. All three were approved on February 8 by the Secretary of War and contracts signed on February 10, 1908.

The above bids resulted from Signal Corps Specification, No. 486, an "advertisement and Specification for a heavier-than-air flying machine," dated December 23, 1907. The specification called for construction of a flying machine supported entirely by the dynamic reaction of the atmosphere and having no gas bag.

Among the general requirements specified were that the machine:

- Be designed so that it might be quickly and easily assembled and taken apart and packed for transportation in army wagons.
- Be capable of carrying two persons having a combined weight of about 350 pounds, plus sufficient fuel for a flight of 125 miles.
- Have a speed of a least forty miles per hour in still air.
- Be so designed as to ascend in any country which might be encountered in field service. Its starting de-

vice must be simple and transportable. It must also land in a field without requiring a specially prepared spot and without damaging its structure.

- Be provided with some device to permit of a safe descent in case of accident to propelling machinery.

- Be sufficiently simple in construction and operation to permit an intelligent man to become proficient in it with a reasonable length of time.

- Price quoted in proposals must include the instruction of two men in its handling and operation.

Only the Wright Brothers produced an airplane for the Army. The first test flight of their flying machine was made at Ft. Myer, Va., by Orville Wright on September 3, 1908. On September 9, Lt. Frank P. Lahn became the first Army passenger carried in the "Wright Flyer." On September 17, Lt. Thomas E. Selfridge, met his death during a trial flight of the Wright machine at Ft. Myer. This was the world's first fatal airplane accident.

On March 28, 1909, having fulfilled his \$30,000 contract with the U. S. Army, Wilbur Wright left for Rome with a duplicate of the first Army airplane.