

FLY-BY

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Tiger By The Tail

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OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

Educational Grants Offered Careerists

A new Career Education Awards Program for Federal employees has been announced by the National Institute of Public Affairs and the Civil Service Commission. This program, in response to an announcement of the Ford Foundation on January 18, will enable promising young Federal employees to attend selected universities for a year of graduate study.

Using funds provided by the Ford Foundation, the National Institute of Public Affairs will select the awardees and will meet tuition costs and personal expenses for up to 50 such career employees each year. These employees will have demonstrated their ability and potential for further advancement on the basis of employment experience during four to six years with the Federal Government. To assist universities in the development of programs to meet educational needs of the awardees, the Ford Foundation grant provides for funds to aid the universities which award recipients will attend.

To become eligible for an award, employees must be nominated by their employing agencies, selected under criteria to be developed jointly by NIPA and the Civil Service Commission, and accepted by one of the universities participating in the program. Award winners will continue to receive their normal salaries from their employing agencies under an agreement which provides for their return and continued employment. Authority for such agreements and for payment of salary is contained in the Government Employees Training Act of July 7, 1958.

EMDO Inspectors Get Higher Grade

An agency classification guide authorizing higher grades for Manufacturing Inspector positions in the Engineering and Manufacturing District Offices has been issued by the Office of Personnel and Training.

The guide was developed with the Assistance of the Flight Standards Service. It became effective in January of this year, with personnel actions initially authorized to take effect no later than February 19. Based on Regional estimates, 31 EMDO Manufacturing Inspectors will benefit in terms of higher grades during fiscal year 1962.

The guide authorizes for the first time a GS-14 Supervisory Manufacturing Inspector in District Offices having the most complex types of manufacturing facilities under his jurisdiction. The previous highest grade for this position was GS-13. The guide concurrently raises the highest subordinate grade in these District Offices to GS-13, whereas the previous top subordinate grade was GS-12.

NAME CHANGE

The term "Facilities Flight Check" will no longer be used to identify the functions of determining in-flight characteristics of air navigation facilities and their adherence to prescribed tolerances.

Hereafter, this function shall be known as "Flight Inspection."

All future correspondence, position descriptions, travel orders, travel vouchers, and other communications shall make reference to the approved terminology of "Flight Inspection." Pilot personnel will be referred to as "Flight Inspectors," and electronics personnel will be referred to as "Flight Inspection Technicians." The present Facilities Check District Offices (FFCDO) shall be designated "Flight Inspection District Offices" (FIDO). Facilities Inspection Groups will be redesignated as "Flight Inspection Groups" (FIG). The designations of Flight Inspection Field Offices (FIFO), will be retained.

Disability Income Rider Offered Veterans With NSLI Insurance Policies

More than three million veterans holding National Service Life Insurance (NSLI) still have the opportunity of buying a low cost total disability income rider for their GI policies.

This rider was first offered to veterans in November of 1958. Since that time nearly 800,000 of the 4.5 million policyholders eligible have applied for the rider.

Those policyholders who have bought this rider and who become totally disabled from any cause before age 60 and while their rider is in effect will receive a monthly income of \$10 for each \$1,000 face value of their policies.

Payments will continue for the duration of the disability regardless of its length.

The rider ceases to exist after age 60 and no payment is made for disabilities incurred after that age.

The premium cost of the rider varies with the policyholder's age, type of policy and its face amount.

Veterans whose age at nearest birthday is 40 or less may get the rider without physical examination. Those older are required to submit to a physical examination by either VA physicians or their own local doctors. VA medical application forms must be used.

Further information and application forms may be obtained at any VA regional office.



COVER — Radio/Radar Controller Willis F. Gee (right), of WNA ARTCC reaches for overhead phone used for radar handoff service. Busy Center handled 492,447 aircraft in 1961.

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

THIS MONTH will see additional streamlining in headquarters organization when the Office of Plans is abolished at the close of business March 16. Functions and personnel of its Emergency Readiness Division and those of the Economics Branch have been transferred to the immediate office of the Deputy Administrator for Plans and Development. The former has been redesignated Emergency Readiness Staff and the latter Aviation Economics Staff . . . **WE RECEIVED** a nice letter from John B. Meehan, chief of Air Carrier Maintenance Section, Southwest Region. He complimented us on last month's article on air carrier inspectors. He said, however, that we missed a most important segment of the Air Carrier District Office. That is, the Air Carrier Maintenance and Electronics Inspectors. We agree. Time and space didn't permit us to cover all facets of the operation. We hope to bring you additional articles of this kind in the future . . . **SPEAKING OF** inspectors, the Agency has announced that 34 safety inspectors will receive specialist pilot training in three types of turbine-powered transports under a contract with United Air Lines. The training, to be performed at United's training base at Denver, will include instructions in the operation of DC-8s, Caravelles, and Viscounts . . . **IF YOU** have visited Washington headquarters lately, you may have noticed the appearance of its lobby has been greatly enhanced through tasteful displays of paintings, photographs, and models. Credit for this goes to Fred Pelzman, PA Audio Visual Officer and personnel of MS Visuals and Photo Lab. Featured during February were a series of photos by Don Biggs of ARDS, showing WNA controllers at work, and an animated model of an ARSR-2 radar loaned by the Raytheon Co. . . . **FAAer** Homer C. Rose's recently published book, "The Instructor and His Job," has received good reviews. Rose is chief of Training Standards and Development Staff, OPT. The Civil Service Journal review says, "Mr. Rose—has contributed a clear and readily usable guide for persons confronted with the necessity of becoming instructors. His text is abundantly supplied with practical and productive techniques of training now in general use in modern schools, industry, Government, and the military service. The fundamentals are all here and when used with insight and judgment should provide positive results." . . . **SPEAKING OF** authors, S. P. Fairchild Jr., district electronics engineer of Tallahassee, Fla., had a technical article titled "Telephone Cable Measurement Techniques for Tone Control Systems," published in the December issue of Electronic Industries magazine . . . **SIX GOVERNMENT** career women were selected to receive the second annual Federal Woman's Award. Winners were from other Agencies . . . **THE AGENCY'S** office building now under construction in Washington, will have a heliport on its roof. The National Capital Planning Commission approved the heliport after Administrator Halaby explained it would be used only for emergency purposes . . . **DID YOU KNOW** the title of the Training Center at Oklahoma City has been changed to FAA Academy? . . . **RESEARCHING** this month's item on phone manners, we learned there are an estimated 77.5 million U.S. telephones. Imagine that phone bill.



JETSTAR takeoff. New 550-mile per hour, four-engine, C-140 transport has been certificated by FAA. Built by Lockheed-Georgia Co., Marietta, Ga., the compact jet features engines-at-rear-design. (Lockheed Photo)



MODEL of ARSR—2 radar and supporting buildings recently on display in lobby of Washington headquarters is admired by Mrs. Joan Wheeler, OPT secretary. The model was loaned to Agency by Raytheon Company.



ALASKAN Region's new headquarters in downtown Anchorage is slated for completion by this June. The eight-story office will feature exterior of pale yellow porcelain, enamel metal panels and aluminum verticals.

General Grant Joins Agency



LT GEN Harold W. Grant, new Deputy Administrator, shown recently at controls of a JetStar. (Lockheed Photo)

Lt. Gen. Harold W. Grant, former Commander, Air Force Communications Service, has assumed duties as Deputy Administrator of the FAA. He was appointed to the post by President Kennedy in February.

"The Agency is extremely fortunate in having the services of General Grant," Administrator Halaby said. "He is an outstanding administrator and a leader in technical areas critical to the job ahead of building a national aviation system."

The General will remain on active military duty, as outlined in the Federal Aviation Act. The Act stipulates that if either the Administrator or the Deputy is a military man, the other must be a civilian, but does not require inactive or retired status.

Born October 16, 1906, in Louisville, Ky., General Grant received his Bachelor of Science degree from Northwestern University, Evanston, Ill. He then became an aviation cadet and won his wings and a commission in the Army Air Corps in 1929. By October 1930, he was embarked on technical specialization which eventually made him Commander of the Air Force Communications Service.

During World War II, General Grant was appointed U. S. Air Signal Planner for Combined Operations in the European Theater and later became Deputy Signal Officer-in-Chief of the Southeast Asia Command in India. In the Korean conflict he was first Vice Commander of

the Japan Air Defense and later the Fifth Air Force. General Grant was then transferred to Formosa, where he became Deputy Commander of the U. S. Taiwan Defense Command. Early in 1957 he returned to the U. S. and became Deputy for Operations of the Air Defense Command. In mid 1958 he moved to Washington to become Director of Communications and Electronics, Deputy Chief of Staff/Operations, USAF Headquarters. He became Commander, Air Force Communications Service last July.

General Grant is rated a command pilot and combat observer.

Agency Schedules Regional Meetings

The Agency has scheduled eight regional conferences during April at which time proposed changes in general aviation operating rules will be discussed with airmen.

Initial discussions took place last October when nearly 3,000 airmen gathered at 88 Air Share meetings across the country. They were asked to comment on the current Part 43 of the Civil Air Regulations, covering flight rules for general aviation, and suggested changes.

The comments are being analyzed and the FAA will present the changes it recommends at the April sessions.

The regional conferences will be held as follows:

Central Region, Fairfax Airport, Kansas City, Kan. April 13 at 1 p.m.

Alaskan Region, Loussac Library, Anchorage, April 18 at 6 p.m.

Southern Region, Atlanta, April 19 at 1 p.m. at place to be noted later.

Washington, D. C. Departmental Auditorium, Conference Room B, April 24 at 10 a.m.

Pacific Region, Honolulu International Terminal Conference room, April 26 at 9 a.m.

Southwest Region, Amon Carter Airport, Fort Worth, Texas, April 28 at 10 a.m.

Western Region, Skyways, Inc., Hangar, Van Nuys Airport, April 28 at 10 a.m.

Eastern Region, Officers Club, Harrisburg, Pa., April 30 at 12:30 p.m.

Oscar Lott Named Training Director

Oscar C. Lott has been named Director of Training for the Agency's Office of Personnel and Training.

Lott will be responsible for directing the training program, which provides highly specialized aviation courses for the Agency's technical personnel. This training program is mainly carried out at the FAA Academy at Oklahoma City, where approximately 12,000 students a year receive training in such areas as air traffic control, maintenance, flight inspection or other specialized fields.

Lott comes to the Agency from the management consultant firm of Terence Flanagan Associates of New York City, where he was vice president.

From 1945 to 1950 he headed the Civilian Personnel Division, at the Navy Department's Bureau of Aeronautics where he re-established the inoperative training function. He was also active in the initial development of legislation to obtain congressional recognition of the training needs of Federal personnel. He served as Director of Training for the National Production Authority from 1950 to 1951.

He had previously served in the Washington area from 1957 to 1960 as a consultant on Management Development and Training for Hot Shoppes, Inc. and prior to that in a similar capacity with the Clifton Corporation.

A native of Springfield, Mass., he received his BA degree from the University of Delaware and did graduate work in sociology at the University of Maryland.

Oscar C. Lott



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. 50 (4 Jan. 62)—Revises page 4 and Appendix A of Agency Order 50, Public Advisory Committees.

No. 27 (5 Jan. 62)—Establishes an Agency Film Review Board and prescribes its composition and basic responsibility.

No. 77 (5 Jan. 62)—States Agency policy with respect to the Employee Health Program. Describes scope and objectives of certain medical services to be provided employees by Aviation Medical Service.

No. 29 (17 Jan. 62)—Establishes Hearing Officers in the Office of the Administrator, prescribes their functions, and delegates to Hearing Officers certain authority of the Administrator.

No. 80 (1 Feb. 62)—Sets forth Agency policies and assigns major responsibilities for emergency readiness functions of FAA.

Agency Bulletins

No. 62-2 (4 Jan. 62)—Changes title of Chief, Office of Public Affairs to Director of Public Affairs.

No. 62-1 (5 Jan. 62)—Establishes the Executive Communications Staff in Office of Management Services, and defines its functions and responsibility.

No. 62-3 (1 Feb. 62)—Transfers certain functions and personnel from Office of Plans and abolishes that Office.

Agency Practices

No. 9-4 (6 Dec. 61)—Sets forth Agency policy with respect to acquiring and circulating motion pictures and film strips, and prescribes responsibilities and procedures governing services offered by FAA Film Libraries.

No. 2-503.1 (4 Jan. 62)—Provides a distribution of commuted rates prescribed by Bureau of Budget used in reimbursing employees for authorized transportation of household effects within the Continental U. S.

No. 4-2 (4 Jan. 62)—Revision to Practice 4-2, Imprest Fund Procedures.

Mind Your Telephone Manners

Alexander Graham Bell, who invented the telephone in 1876, would be amazed at the progress science has made with the instrument.

Today, by dialing a few numbers you can reach someone across the continent, London, Tokyo, Rome or any city in the world.

It is also a forgone conclusion that sometime in the not too distant future, you will be able to both see and talk with the person you are calling. Until this takes place, however, the impression you make over the phone depends upon voice alone. This impression reflects not only upon you but the FAA as well.

Here in Washington, the Agency is a prime user of telephones, renting more than 3600 locally. Naturally, it is concerned with the way they are handled. It is therefore offering its personnel a series of informative lectures on how to use the telephone more efficiently and pleasantly.

The lectures are being conducted by Miss Beverly McCarthy, training assistant of the Employee Services Branch, WPOD, Office of Personnel and Training. The Employee Services Branch, headed by Harold H. Teague, provides a variety of training and service to

MEMBERS attending Employee Services' first course on telephone techniques. The 60-minute course is equally divided between a color movie and a lecture.



INSTRUCTRESS McCarthy (right) demonstrates correct dialing to Mrs. Barbara King, AF-143 secretary.

Washington headquarters personnel in addition to the telephone course.

Miss McCarthy holds a Bachelor's degree in Education and has had several years of experience in secondary school teaching.

Her telephone course, offered once a month or whenever the need arises, includes a half hour lecture-discussion period and a movie designed to provide practical information and telephone "tips."

She opens her lecture by saying that the telephone is a doorway to your office. The caller cannot see you. His impression is gained from the voice he hears over the phone.

How are your telephone manners?

The next time your phone rings, pause for a fraction of a second and imagine you are the person calling.

Remember, the impression you make depends upon you. Make it good!

Agency Publishes Guide for Hobbyists

If you are a do-it-yourselfer who plans to build his own flying machine—and a surprisingly number of people do—then it will be worth your while to drop by your nearest Regional or District Office and pick up a free copy of Flight Standards Service Release No. 456.

The new publication containing rules for the certification and operation of amateur-built aircraft, is designed to help prevent any unintentional violation of the Civil Air Regulations by builders.

The Agency describes an amateur-built aircraft as "one which has been fabricated and assembled by an individual or a group of individuals on a non-business, non-profit or non-production basis, and is intended for educational and/or recreational purposes."

The popularity of this type of aircraft has grown tremendously. The Experimental Aircraft Association, founded by a handful of enthusiasts in 1953, now has a membership of over 11,000. Its 1961 International Fly-in at Rockford, Ill., attracted some 100,000 visitors and participants.

Among the FAAers active in this hobby are Tony Spezio, a mechanic at the Aeronautical Center in Oklahoma City, and E. L. Gene Turner, an engineer assigned to the Southwest Regional headquarters.

Spezio's trim little racer (see picture), took some 30 months of spare time work to build. It has been flown over 100 hours without problems. Mrs. Spezio reports that Tony has attended several fly-ins with the plane and has won beautiful trophies for his design and work.

Gene Turner's racy red and white low-wing plane was awarded EAA's

ATTENTION VETERANS

Veterans receiving pension or compensation checks are again asking the Veterans Administration this time of the year: "Is my VA check considered to be income and must I report it on my income tax return?"

The answer, VA says, is no.

Veterans benefits are tax free. These benefits which do not need to be reported include disability compensation and pension, dividends on GI insurance policies, education and training allowances, subsistence allowances for disabled veterans receiving vocational training, grants on homes for "wheel-chair living," grants for motor vehicles for physically handicapped veterans, and death benefits paid to survivors.

The only exception is interest earned by GI life insurance dividends left on deposit with the VA. It is only the *interest* earned by such dividends, *not* the dividend, which is taxable and must be reported, the VA points out.

Outstanding Design Trophy at the Rockford Fly-In last year. A picture of Turner's plane appeared in January 1962 issue of FLY-BY.

Growing interest in home-built aircraft prompted the FAA to publish Release No. 456.

"With careful attention to this publication, the amateur builder can save much time and disappointment," George C. Prill, Director of Flight Standards Service, said. "We want to encourage the craftsman who builds his own plane whether he designs it or buys it in kit form," he added.

Office of GENERAL COUNSEL



Pirates

Pirates in the Sky. Anyone for Hijacking, aircraft that is? A word of caution: if you do, or try to, the penalty is as dramatic as the act. On September 5, 1961, the President signed P. L. 87-197 which establishes the crime of "aircraft piracy" to which a maximum penalty of death attaches. And to further insure your tranquility in your role as a peaceful passenger, those who would threaten it by the following acts are liable to spend considerable time at taxpayers' expense in a Federal penal institution:

- Assault, maiming, murder, manslaughter, malicious mischief, robbery, indecent exposure and other crimes.
- Threats, or attempts to lessen, the ability of a flight crew member or cabin attendant so as to interfere with the performance of his duties.
- Unauthorized carrying of concealed or dangerous weapons aboard aircraft.
- Knowingly to convey false information relative to the foregoing.

Not only does this prove your FAA's interest in your arriving at the destination of your choice with maximum protection from miscreants, but also that crimes aboard aircraft don't pay very well, at least since last September.

Accidents

Vehicle Accidents. If you are in an accident while operating a motor vehicle in the course of Government business, and as a result of the same you are summoned to court as the culprit, you neither have to hire a lawyer nor run the risk of shouldering financial responsibility for damages. Congress, by virtue of P. L. 87-258, provides you with the services of the Attorney General to defend an action against you, and if the responsibility is laid at your doorstep, the Government will pay the bill. Federal maritime employees have long enjoyed this protection. As of September 21, 1961, the benefits also became yours.

SPEZIO Sport plane. Trim little folding-wing craft has a wingspan of 25 feet. It can be towed on the highways and can be kept in garage.



CAPABILITIES DEMONSTRATED

Army Aviation Viewed

Administrator Halaby recently paid a one day visit to the U.S. Army Aviation Center and School at Fort Rucker, Ala., where he witnessed demonstrations by all fixed and rotary wing planes used by the Army, along with a showing of fire-power capabilities of armed helicopters.

Accompanying the Administrator to the Army base were: Brig. Gen. Paul Pruess, USAF, Military Advisor to the Administrator; Dr. James Goddard, Civil Air Surgeon; Arvin O. Basnight, Assistant Administrator, Southern Region; and Fred Freeman, Assistant Chief, Technical Services Division, NAFEC.

During the visit, Mr. Halaby handled the controls of the Army's newest plane, the AO-1 "Mohawk", a twin-engine reconnaissance plane which can fly faster than 200 miles an hour, yet land and take off from a short dirt road or field. He also made an instrument flight in the HU-1 "Iroquois."

Before departing Mr. Halaby inspected navigational facilities maintained by the FAA at Cairns Army Air Field. Photos reading clockwise from top are:

(1) Administrator being greeted by Maj. Gen. E. F. Easterbrook, Commanding General of Center; (2) Watching a firepower demonstration; (3) Inspecting SS-11 guided missiles mounted on HU-1 helicopter; (4) Examining ammunition used in armed H-13 helicopter; (5) Checking out AU-1 "Mohawk" observation plane; and (6) Preparing for helicopter flight. (U. S. Army Photographs)



FAAers assigned to the Alaskan Region are justly proud of the 49th State and the fact that it is Big, Brash and Booming. They delight in pointing out, especially to their Southwest Region cousins, that Alaska is—Twice the size of Texas—550 times larger than Rhode Island—has 1,000,000 acres of land for every day in the year and 180 times more room than any other state. They will also tell you that Alaska has—the biggest bears—coldest winters—highest mountains—and largest mosquitoes in all 50 States, all of which contributes to one of the Region's more unique problems . . .

Tiger By The Tail

IT HAS BEEN SAID that FAA's Alaskan Region, encompassing all of Alaska, is different from any of the other six regions. This is putting it mildly, for the problems faced in carrying out the Agency's mission in the 49th State are unique—there just isn't any other situation like it.

In the Alaskan Region, FAA is not only responsible for providing aerial navigational aids, flight safety, and the development of air commerce, but it is also in the business of creating, maintaining, and supplying entire villages. These villages and services are complete to the extent of providing food, shelter, utility services, transportation, and in some cases education of the young citizens of those communities.

In the past the Agency has found itself custodian of such diverse air cargo as a jackass, gold fish, and, while not a tiger, a feline relative—an ocelot. They were simply a part of the task of shipping and handling everything from heavy equipment to furniture, food, household pets and personnel stationed in remote areas.

Now, no one in the Alaskan Region considers this as having a tiger—or even an ocelot—by the tail. But it does create some unique problems in the strictest sense of the word. However, there are those like R. M. Parkins, chief of the transportation section, who says, "We don't have any problems, we just have situations." That attitude seems to permeate the entire Region, whether the "problem" be getting a shipment of fresh avocados to ice-bound Nome or moving a 30-foot tower from one FAA station deep in Alaska's remote interior to an even more inaccessible one.

In no other region is the FAA faced with as formidable a task of not only carrying out its basic mission but of also

providing all the services of a complete town or village for its employees. There may be a few remote sites in the western states and a few more island installations in the Pacific Region where similar supply problems exist, but certainly they are not region-wide as in Alaska.

In Alaska, FAA operates 34 stations scattered from Cold Bay in the Aleutians to Kotzebue on the north and Annette Island in the state's southeast panhandle. These stations serve the more than 8000 miles of federal airways over some of the most desolate and inhospitable areas on the North American continent. And they serve a vital lifeline for both over-the-pole, inter-continental scheduled air carrier flights and for scores of bush pilot operators who are frequently the only outside contact for isolated villages and mining camps.

Obviously these stations have to be manned. And just as obviously, the FAA personnel manning them have to be provided housing, food, transportation, and all the other things that make for family living. With the exception of Anchorage, Fairbanks, and Juneau, where living is "on the economy" as in most places of the south 48, FAA provides these services, complete to fresh lettuce in the refrigerator.

And that is where the situation becomes unique. At more than 30 locations, including some satellite installations, FAA has constructed housing units for personnel. These range from Type 40 and Type 41 (the year in which they were built) to new modern duplex units. The latter are two and three bedrooms, some with basements, comparing favorably with modest duplexes in other states. The older frame and white siding type units were originally two bedroom houses, but some have been modified into four bedroom homes. In addition,

some stations boast apartment type buildings and bachelor dormitory units.

These houses are frequently clustered, half a dozen or more, beside the airstrip with other station facilities.

Quarters' assignment is based upon size of family, age and sex of children, and to a lesser degree, seniority of the employee. But problems do arise. There is seldom enough housing to fit the needs. And there is no way of knowing, before a new man is hired, how large a family he may have. Further, the size of families seems to have grown in the last few years. It now averages about two and a half children per family. Many of the stations have insufficient quarters for very many families of this size. For example at McGrath, across the Alaska mountain range about 225 statute miles from Anchorage, FAA and the Weather Bureau have 19 housing units to take care of nearly 90 people including dependents. It was announced in January that bids were being sought for the construction of an additional single-unit quarters at McGrath. Plans also call for construction of a four-unit living quarters on Fire Island. At Moses Point, up on Norton Sound, on the Bering Sea, there are six houses but nine employees. Obviously three must be bachelors.

Bachelors don't solve problems. In fact, they sometimes add to them because experience has shown it is not human nature for a man to be closed off from the rest of the world for very long. Bachelors tend to become restless and want to move, whereas a man with his family is more likely to stay awhile.

The station at King Salmon in southwest Alaska is one of the largest in number of housing units. It boasts of 29; 13 with one bedroom, two having four bedrooms, three with three, and eleven are with two bedrooms.



BEAUTIFUL but deadly Alaska Range (above) is typical of terrain over which FAA aircraft ferry supplies and personnel.

Naturally, where there are families with school-age youngsters, there must be a means of education.

Of the 34 FAA stations in the Alaskan Region, 31 have school facilities which cover grades 1 thru 8. Of these 15 also have high schools available.

This was not always the case, however. Only last year the Region successfully met the criteria and arranged for grade school facilities being established at Yakataga, and Cold Bay.

In establishing a school, close coordination with State Department of Education officials is necessary. At least ten school-age children are required before application can begin. Once the requirements have been met and the school has been established, a minimum of seven children in attendance will suffice to keep the school operating.

Originally, the schools are temporarily housed in FAA buildings. If, however, the outlook is for increased enrollment and permanency of the station facility, the Agency then makes application for the construction of a permanent school through Public Law 815. The Housing

and Home Finance Agency in Washington will finance and arrange for such construction using Federal funds. The State of Alaska's Department of Education, in all cases, arranges for the school teachers.

Several of the stations are located near towns where the Bureau of Indian Affairs has established schools and the children of FAA employees have always been welcome to attend.

At stations where no formal schools are available, FAA employees with school-age children avail themselves of the Calvert School courses. These courses are available through the State Department of Education at no cost to the parents. They are highly praised by educators and are designed to assure a child an excellent education even though it is not possible to attend a formal school.

Fuel Problem

Then there is the question of heat. To build, operate, and supply a community you must be able to furnish adequate fuel for both power and heat, the latter certainly a major item in Alaska's long winters and sub-zero temperature.

Last December's temperatures were a bone-chilling example. Colder than it has been for many years, the December 20 temperature in Fairbanks was 40 below zero, and it ranged between minus 40 and minus 62 until December 30th. In certain areas the temperature was below minus 50 to minus 70 for four straight days. This kind of deep freeze put many cars out of commission and prompted Assistant Administrator Al Hulen to press government vehicles into service for watch changes. Despite this, there was no decrease in overall service during that period.

The fuel for all of the Region's stations is oil. And supplying fuel oil to outlying, remote sites is one of the biggest logistic problems faced. The Region schedules transportation of more than 3¼ million gallons of petroleum products per year. Using railroad tank cars in comparison will give you some idea of the magnitude of this task. The average tank car holds 10,000 gallons of fuel. Therefore, it would take a train of 325 of these cars to supply Alaska Region's yearly needs for fuel oil. But

HEAVY equipment like power generator (below left), being manhandled aboard FAA cargo plane, now reaches its destination in hours rather than months. Aerial view of Anchorage (below right), hub of transportation and commerce.





MOSES Point Station is flanked by Norton Bay. Housing is at upper left.

the task is nothing to what it used to be. Contract air carriers, flying C-46's and C-47's fitted with bulk tanks, now fly in 65,000 to 70,000 gallons per year to each of those stations impractical to reach by other methods. Total fuel oil needs are now supplied Bettles, Minchumina, Farewell, Skwentla, Iliamna, and Yakataga by air. At one time Bettles was reached only after a more than 1000 mile trip by river barge from Nenana, itself in interior Alaska. The trip once took two months because of low river water.

Iliamna is another example. Formerly oil was carried by barge from Seldovia 90 miles across Cook Inlet to Iliamna Bay where at high tide (tides range up to 34 feet in this area), each barrel was rolled off the barge by hand and loaded on trucks to be portaged 15 miles to Lake Iliamna. There it was reloaded on a barge and moved 45 miles on the lake, unloaded and hauled up a hill to the FAA station. All this after a 1500 mile sea trip from Seattle. There have been instances, too, of hiring Indians and their outboard motors to push groups of floating barrels of oil along rivers for miles to reach a station.

Fuel oil is still brought in by ocean and river-going barges and tankers wherever navigable water makes it practical,

but there are no more of those 1000-mile, two-month river trips—the airplane has solved that.

Building materials, heavy construction equipment, and everything else that goes to make up a small town or village, is transported the same way. By land and water where possible; where impossible or impractical, it takes to the air. Even large trucks have been cut down to size with an acetylene torch, loaded aboard an aircraft, flown to a remote location, and welded back together.

Foodstuff

What about food? Here again FAA steps in. Many of the stations are inaccessible except by air, a few can be reached by water, and fewer still via highway or rail. As a result, a number of the sites are remote in a true sense and would be both untenable and untentable without a sure supply line. This is the task of the Region's commissary and transportation sections.

Anchorage, Fairbanks, and Juneau are no problems. The former two can be reached by highway and rail or a combination that includes water. Juneau and other southeast Alaska stations are reached via the ocean on a year around basis. Big Delta, Gulkana, and Northway are on a highway while Talkeetna, Nenana, and Summit are on Alaska's only rail line, the federally owned Alaska Railroad. Such places as Nome, Moses Point, and Unalakleet are on the ocean and can be serviced by water—in the summer. The same condition exists for several stations located on or near rivers. But places like Farewell can be reached by air only at any time of the year.

And that water transportation is not the easy solution it might sound. Shipments are ordinarily made twice a year. One run is "early" in the spring—about

mid-June, the other in September before the freeze up.

Routes of water shipments at best are slow. Supplies start out by ocean vessel from Seattle but FAA stations on the sea have no harbor or dock facilities. Therefore the ship or barge must anchor offshore in deep water and the cargo transferred to smaller barges and lightered to shore. If the destination is an interior station, that means reloading the supplies on a river boat or barge and sending it on a long, slow, circuitous journey up one river and down another until it finally reaches the station, perhaps a month later.

At one time the FAA operated its own barges on the Yukon and Koyukuk rivers, but about five years ago this practice was abandoned and water traffic now is in the hands of commercial firms.

This is all well and good for staple items and heavy equipment that can be ordered as much as a year in advance. But what of emergency items and fresh food?

Besides being responsible for the slow water, rail, and highway types of supply, FAA's transportation section provides air supply wherever needed. Basically this consists of a DC-3 and a C-123. However, other Flight Standards' aircraft and crews are called into service when the need arises.

Commissary Flights

Fresh food commissary flights are made to each station each month. Individual orders are placed through the station manager, who in many cases is a store keeper as well as station manager. Prices are based on those of Anchorage retailers with the commissary periodically getting current prices from at least three Anchorage stores and averaging



AGENCY housing at McGrath, Alaska. Main street of adjacent village also serves as one of FAA airfield's runways. Picturesque FAA station at Yakataga (upper right) with snowcapped Robinson Mountains in background.



them. The commissary issues both a semi-annual and a monthly catalogue listing all items and their prices. The list includes 543 staple items (those that can be shipped on an annual basis) plus just about all the fresh produce and frozen foods and meats one will find in any supermarket. They even stock dog food, although such items as toothpaste, shampoo, and similar purchases must be ordered by personnel individually from retail stores. Baby food can be special-ordered through the commissary.

No mother or housewife at a so-called isolated FAA station in Alaska need worry about having plenty of good, fresh food available for her family. The FAA commissary and transportation section will see to that. If it's ice cream she wants at Bettles, beyond the Arctic Circle, its available at \$5 for a two and

one-half gallon container. An eight-inch blueberry pie will cost her 84 cents or she can buy hamburger at 69 cents per pound and sirloin steak for \$1.13. Lettuce is 35 cents, and a pound of tomatoes 54 cents. These prices fluctuate.

What's the reason for this rather elaborate and extensive service? In the words of Assistant Administrator, Hulen, "Morale and just plain common sense. If you are going to assign people to isolated and remote stations, you have to take care of them."

W. B. Avery, who has worked both sides of the picture, as a former station manager at Iliamna and in the Anchorage commissary, adds, "There is just no other way to supply people at those places." Furthermore, the commissary sustains itself. It pays its own way except for the building and utilities it uses.

However, food, fuel, and equipment are far from the only transportation services supplied outlying stations. One of the most substantial factors in maintaining high morale among FAA employees at distant stations is emergency aerial ambulance service. Any critically ill employee, his injured youngster, or pregnant wife in need of quick transportation to a hospital, knows that it is immediately available. Where commercial air transportation is available it is used, and paid for by the Region. If unavailable, an FAA aircraft will make an emergency flight at any time to either bring a doctor to the patient or take the patient to the nearest hospital.

As Parkins says, "We don't have problems, we just do the job that has to be done, and call them situations."

BETTLES school and some of its students (below). State school is on FAA reservation. Building houses one classroom handling up to and including 8th grade. It has adjoining living quarters for the school teacher.



Worth Noting



Last month it was pointed out that the Federal Government provides employees with many valuable protections against loss of income due to sickness, accidents and unemployment. This month's column discusses another of these protections—disability retirement.

Disability Retirement. A member of the civil service retirement system who becomes disabled while a Federal employee—on the job or off—may retire on disability provided he has at least 5 years of civilian service. The decision as to whether the disability is "total" is made in relation to the job held. The loss of a leg, for example, would be totally disabling for a letter carrier but not necessarily so for an employee with a desk job.

A disability annuity is figured on the basis of length of service and the highest average basic salary earned during any 5 consecutive years of service, according to the formula described in CS Retirement System regulations. This is the earned annuity. If it is lower than either 40 percent of the employee's "high-five" average salary or the amount of an annuity figured after increasing his service by the period from the date of separation to age 60, his annuity will be increased to the lesser of these amounts. The lesser of the two is the guaranteed minimum annuity.

If disability is caused by job-connected injury, the employee may be eligible for disability retirement or employees' compensation benefits and receive the one that is to his advantage. He cannot receive both at the same time.

ADMINISTRATOR Halaby is shown (below) as he appeared on CBS-TV, January 21. Mr. Halaby was a guest on "The Twentieth Century," narrated by Walter Cronkite. The program was titled "The Airport Jam."

The worker, however, may establish his claim to both benefits and use them alternately if it is to his advantage. For instance, a person on disability retirement who requires hospitalization may suspend his retirement annuity in order to receive the free hospitalization provided under his claim for employees' compensation.

FSS vs FS

It seems someone on our staff was slack in selecting certain salient contractions.

Specifically, a spare "S" was inserted several times to signify Flight Standards Service (FS), making it Flight Service Station (FSS), when it simply should have been the shorter (FS), which is the abbreviation for Flight Standards Service. Sorry!

Presidential Pilot Commends Agency

The Presidential Aircraft Commander, LTCOL James B. Swindal, USAF, has expressed to Administrator Halaby his sincere appreciation for the outstanding support and cooperation FAA personnel extended to the Air Force 1 operation during the past year.

He mentioned that centers, working with other control areas, had coordinated departure, en route and arrival clearances in such a way that the President has never been delayed in the air or on the ground due to air traffic control. All of this had been handled with little inconvenience to commercial and civil aircraft.

LTCOL Swindal went on to commend radar controllers, saying that they had also given invaluable assistance with their traffic and weather advisories.

HEALTH FOR ALL

ENVIRONMENTAL HEALTH DIVISION
AVIATION MEDICAL SERVICE



Various studies indicate that a range of 1 million to 20 million people have some degree of hearing loss. One-tenth of these people are admittedly aware of it.

Deafness, even though not total, can be one of the most severe handicaps.

Fortunately, hearing aids now are smaller, cheaper, and better, and people generally are more sympathetic toward problems of deafness.

Some forms of deafness are congenital. Much hearing loss, however, results from injury or disease of delicate ear structures.

How do we hear? The outer ear and ear canal collect sound waves and send them to the ear drum, which amplifies them and sets in motion the bones of hearing. Then impulses are carried to the nerve of hearing which sends sound impressions to the brain.

Infection and damage to the ear can be carried not only from the outside through the ear canal, but also from the throat through the eustachian tubes. Infection in the middle ear can progress through an opening into the cells of the mastoid bone.

Avoiding ear injuries. In a healthy ear, protective wax is secreted by glands in the ear canal. Excess wax may at times form a partially deafening plug. If this happens, don't gouge with a match, hair pin, or other sharp instrument. It has been said wisely, "Never put anything smaller than your thumb into the ear canal." You may scratch the skin of the ear canal and cause infection, or jam the wax against the drum, increase discomfort and even rupture the drum. **HAVE YOUR DOCTOR REMOVE FOREIGN MATTER OR EXCESS WAX.**

If an insect flies into the ear canal, drown it with a little clean cooking or baby oil.

Avoid ear infections. Have your doctor examine at once an uncomfortable, clogged, temporarily deafened, aching, or discharging ear.

The average person loses some hearing every year after 40. Your ear doctor probably cannot restore this. But he can scientifically measure the sound which does register in your ears, and might be able to halt further loss.

