

FLY-BY



IN THIS ISSUE:
Grant Takes Oath
New Appeals System
MAY 1962

LIBRARY
FEDERAL AVIATION AGENCY
NAFEC

MAY 3 REC'D



DIRECTIVES IN BRIEF

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

Agency Orders

No. 30 (5 Mar 62)—Establishes an FAA Executive Compensation Board and prescribes composition and functions.

No. 31 (19 Mar 62)—Sets forth organization and functions of the Medical Advisory Panel.

No. 83 (13 Mar 62)—States policy and delegates authority and responsibility in matters regarding payment of expenses for medical examinations of employees or applicants.

Agency Bulletin

No. 62-5 (5 Mar 62)—Establishes an Aircraft Services Division and a Flight Inspection and Procedures Division within Flight Standards Service.

Agency Practices

No. 62-5 (5 Mar 62)—Establishes a current list of per diem rates for various areas beyond the limits of the former 48 States and District of Columbia.

No. 3-1125 (21 Mar 62)—Establishes Agency policy and procedures for insuring maximum employee safety at radar sites under responsibility of FAA.

No. 13-1 (22 Mar 62)—Notification of Defense Readiness Conditions and Attack Warning Conditions, which puts into effect provisions of Sec. 7 of Agency Order 71, Agency Operations in War or National Emergency.

NEED MONEY?

The Administrator will hold the Economy Campaign Awards Ceremony during September. The following awards will be presented:

First Place, \$1,000; Second, \$500; Third, \$250, with appropriate plaques for all three. There will also be ten Honorable Mentions of \$50 each plus appropriate certificates.

These awards are *in addition* to any received through the regular Incentive Awards program.

You have until May 31st to submit your suggestion on the official Suggestion Form. No. FAA-2333 (6-59) and become one of the top winners.

Detailed information, carried in the March special edition of FLY-BY, should set you straight. If you missed it or misplaced it, check your personnel officer. He has all the details.

Aviation Instruction Authorized For Six

Six outstanding FAAers have been chosen to receive special flight qualification training under a new career development program initiated by the Agency.

The six are: Robert S. Pinnock, Eastern Region; William D. Wood, Southern; Roger W. Alwood, Central; Newell W. Lepeard, Southwest; William M. Flener, Western Region, and Harold H. Leeper of Flight Standards Service in Washington, D. C.

The new training program is flexible up to 200 hours, depending upon the man's previous experience and the decision of the Agency. It will include both ground school and flight training, enabling trainees to qualify for either a private or commercial pilot's license with instrument rating.

The training is authorized under paragraph 3d of the Agency Practice 10-14. This directive prescribes Agency policy for providing flight training for civilian and military personnel of the FAA pursuant to Section 302(c) of the Fed-

eral Aviation Act and agreements between the Agency and the Department of Defense.

The new program is designed to provide exceptional, career-minded personnel with a nucleus of aviation training. The Agency feels that such experience will not only prove of future value to the employee's career, but also would benefit the FAA.

In outlining the requirements for nomination, the Agency stressed that the highest standards should be maintained in the selection of nominees. Only those clearly recognized as having outstanding potential for development are to be considered.

The training is strictly voluntary. Nominees will be required to accomplish it on their own time. It will be furnished by certified flying schools under contract with the Agency.

No limit has been placed on the number of nominations which may be submitted by the field. It is anticipated, however, that not more than 100 nominees will be picked to receive the training during the coming fiscal year.

VA FACT SHEET

The 1962 edition of VA Fact Sheet IS-1, "Federal Benefits for Veterans and Dependents" is now on sale at the U. S. Government Printing Office in Washington, D. C.

This booklet lists all major benefits available to U. S. veterans, explains eligibility requirements for veterans or their dependents and describes the nature of the benefits and where application should be made.

A single copy may be purchased from the printing office for 20 cents.



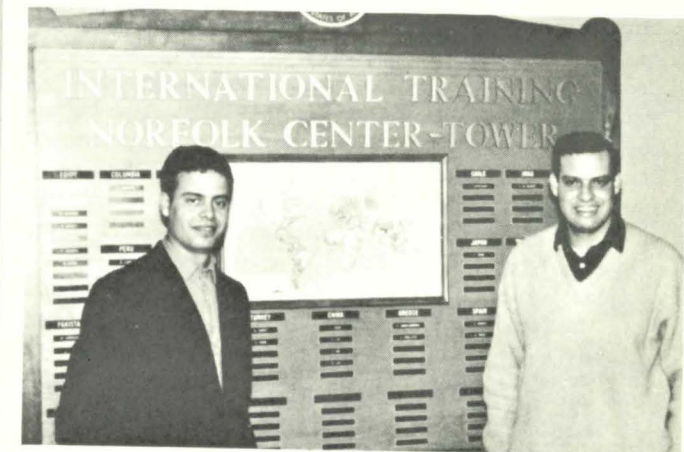
COVER—Firemen assigned to the Agency's new International Airport at Chantilly, Va., run a test on their equipment. Unfinished terminal and tower can be seen in background.

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

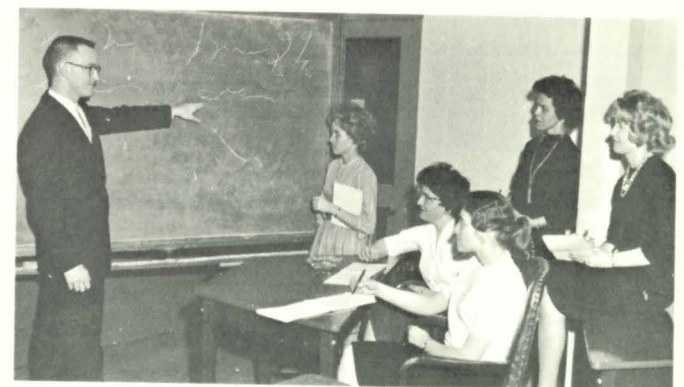
A COMBINATION of spring weather, the lure of fishing and a law that says that you must retire when you reach 70, cost the Agency one of its veteran mechanics on March 23. Gene LeVines (see photo at right), of Washington National Airport, closed the lid on his toolbox after 14 years of service with the Agency. Gene was bitten by the aviation bug during World War I when the government established two flying fields at his home town of Arcadia, Fla. Like most oldtimers, he cut his eye teeth on Jennies and the OX-5 engine. He received his mechanic's license number 8229 back in 1929. Gene began his government career with War Assets as an aircraft inspector. In 1948, he transferred to the CAA at National Airport. We join Gene's many friends in hoping that the fish are biting to his satisfaction in Florida . . . THE SAYING, "It's a small world," was recently proven at the Aeronautical Center when four employees discovered that they had been stationed together with the 8th Air Force in England during World War II. The four are: Roger M. Blizzard, presently in charge of the Technical Services Engineering Branch; Durward L. Sorenson, of ATM Field Training Materials Branch; and Thomas B. Young and DeWitt L. Stubbs, instructors with the Flight Inspection Branch. Since the discovery, a lot of tall tales have been exchanged . . . ALASKAN REGION employees are proud of their new headquarters building (March FLY-BY). A picture of it was scheduled for the cover of the new Anchorage telephone directory . . . OCEANIC CONTROL Center at San Juan, P. R., reports that 788 flights participated in Exercise "Banyan Tree 111/5", held by the military in the Caribbean area from February 18 through March 3 of this year. The heavy saturation of airways between continental U. S., Puerto Rico and Panama due to the airlifting of troops and supplies, coincided with the history making flight of Friendship 7 in the San Juan control area, northwest of Puerto Rico. Many recovery aircraft for Astronaut Glenn were handled along with "Banyan Tree" flights. San Juan employees took the abnormal workload in stride, reports their Center Chief Clarence T. Tolpo . . . HERE IN Washington, James W. Nimmo, an air traffic control specialist attached to the Operations Evaluation Division of ATS, recently set a precedent when he became the only civilian in ATS currently rated for flying the Lockheed TV-2 jet. The TV-2 is a two-place, low wing jet in the 500 mph class used by the Agency for high altitude in flight evaluation. No novice to jet flying, Nimmo has logged more than 5,000 hours of flight time; 650 in jets. Much of his time was logged as an Air Force pilot flying jet missions over Korea . . . SPRING SEASON, one of the loveliest for Washington, is here and with it the annual influx of tourists viewing the cherry blossoms, monument, White House and other attractions. What these visitors travel for hundreds and even thousands of miles to see and photograph, Washington employees see every day . . . SPEAKING OF ATS, Walter E. Britton, former chief of its Terminal Branch in Washington, assumed duties as tower chief of the still-to-be-completed International Airport at Chantilly, Va.



FAREWELL card is admired by Eugene LeVines (left) and Raymond Spahr, chief of aircraft maintenance at WNA, during retirement party for LeVines (see story at left). Note "fishing worm" money attached to card. LeVines was also presented a table saw and sander.



TUNISIAN trainees Messrs. Daly and Khemissi pose in front of International Training display board at Norfolk, Va., CC/T. Board lists names of 39 students from 18 countries who have received training at Norfolk under the Technical Assistance Program.



INSTRUCTOR James Rouse of Internal Revenue Service gives pointers to FAAers attending an intermediate shorthand course offered Washington employees by the FA Club. Left to right: Rouse; Barbara Kennedy, AM-12; Chris Nyhaug, PA-2; Roberta Carter, IA-29; Patsy Buchanan, AT-460 and Marie Caretti, PT-38.

FLY-BY

Editor
Thomas J. Wholey

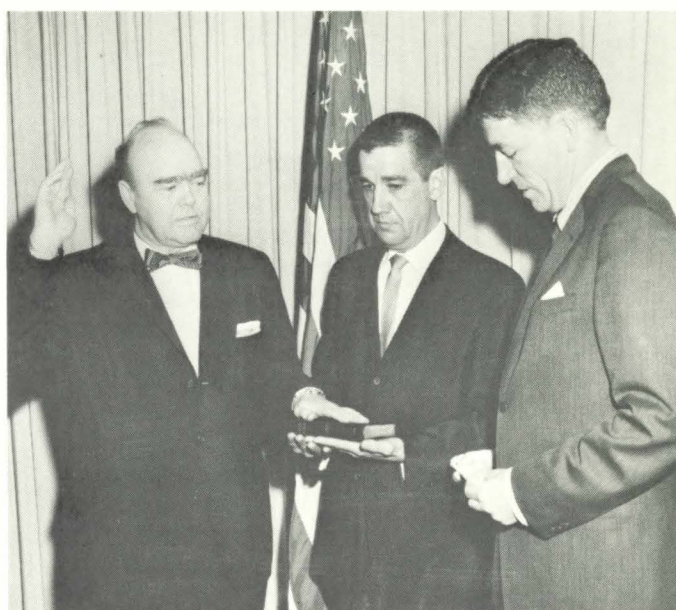
Associate Editor
Thomas Wright

The official employee publication of the Federal Aviation Agency. Published monthly by the Policy Development Branch. Send all materials for publication to: Editor, Fly-By, PT-21, Federal Aviation Agency, Washington 25, D. C. Telephone WO 7-4988.



SWEARING-IN

DURING A CEREMONY held in the Administrator's Conference Room April 9, Lieutenant General Harold W. Grant, USAF, was sworn in as Deputy Administrator of the FAA. In the same ceremony, General Grant was presented a three-star flag commensurate with his Air Force rank. Top foto, from left, Maj.Gen. J. B. Bestic, Director of Telecommunications, DSC/O, Hqs., USAF, Miles Scull, Jr., Chief, Office of Congressional Liaison, FAA, A. L. Dean, Deputy Administrator for Administration, Administrator Halaby, Deputy Chief of Staff for Operations, Hqs., Maj. Strother, Deputy Chief of Staff for Operations, Hqs., Maj. Gen. C. H. Mitchell, Vice Commander, Air Force Systems Command, Andrews Air Force Base, Washington, D. C., Brig.Gen. Jamie Cough, Deputy Director for Operational Forces, Director of Operations, DSC/O, Hqs., Maj.Gen. Benjamin O. Davis, Jr., Director of Manpower and Organization, DSC/O, Hqs., Lt.Col. L. R. McGilvray, Chief Military Personnel Branch, FAA.; top right, Administrator Halaby, Deputy Administrator Grant, Lt.Gen. D. C. Lt. Col. McGilvray holds Bible as Administrator Halaby administers oath of office to Deputy Administrator Grant; bottom right, Administrator Halaby presents a 3-star flag to Deputy Administrator Grant; bottom left, Deputy Administrator Grant and Administrator Halaby read certificate of appointment.



NEW APPEALS SYSTEM

Civil Service Commission has approved and distributed regulations providing for more uniform handling of Federal employee appeals from adverse personnel actions in their employing agencies, as required by President Kennedy in Executive Order 10987. Agencies must have their appeals systems ready to apply to actions started on or after July 1.

Growing out of recommendations to the President by the Task Force on Employee-Management Relations, the new regulations are designed to provide employees throughout the Federal Service with certain basic rights for a management review and reconsideration of adverse decisions taken at a lower level, and to encourage settlement of disputes within the agencies and as near to the level of disagreement as possible.

They give employees with permanent tenure in the competitive service the right to an appeal within their agencies from discharge, suspension for more than 30 days, furlough without pay, and reduction in rank or compensation.

"The guarantees provided under these regulations and the equalization of appeal rights for nonveterans and veterans are among the most significant features of the new charter for employee-management relations in Government," CSC Chairman John W. Macy, Jr., said. He pointed out that specific regulations equalizing appeal rights to the CSC between non-veterans and veterans will be issued shortly.

"To illustrate this balance of views, the regulations do not require agencies to retain employees on the rolls until final decision is made on an appeal, a provision which representatives of employee organizations strongly recommended," Mr. Macy explained. "Such a provision would have entailed unjustified expense to the employing agency and would not have been in the public interest. On the other hand, the rights of employees who win their appeals are fully safeguarded by the back pay protections provided."

Mr. Macy characterized the regulations as providing built-in safeguards to assure both employees and management of fairness in the full development and presentation of facts for higher

level review of adverse personnel actions. He cited such features as the opportunity for an impartial hearing, the right to representation, the production of witnesses on the request of the hearing committee, the right to cross-examination, the taking of testimony under oath, the requirement for a transcript or summary of the hearing, and the right to receive a written summary if prepared and to submit exceptions to that summary.

In addition, he pointed out, employees who elect to appeal within their agencies generally will have a further right of appeal to the Civil Service Commission. To give agencies time to process cases before an employee exercises his right of appeal to the Commission, CSC is changing the deadline for appeal to ten days after a decision is made at the first level of appeal in the agency.

Key provisions of the new regulations include the following:

- Agencies must give employees and representatives of employee organizations an opportunity to comment on their systems and proposed future changes in them.
- The agency appeals systems must be published and made available to employees and their representatives.
- The employee must be notified of his right to appeal and may appeal at any time after an adverse action, but not later than 10 days after the effective date of the action.
- The employee is entitled to name a representative of his choosing in presenting his appeal.
- The employee and his representative must be assured freedom from restraint, interference, coercion, discrimination, or reprisal, and must be allowed a reasonable amount of official time to present the appeal.
- Normally only one appeal level within the agency is permitted, but an additional level can be provided with concurrence of the Commission, if required by delegations of authority or organizational arrangements of the agency.
- The appellate review must be made by an official who is at a higher organizational level than the person who

made the adverse decision. If the agency head made the adverse decision, he must decide the appeal.

• The employee is given one opportunity for a hearing, which may precede the original adverse decision or the decision on appeal. Opportunity for a hearing may be denied *only* (a) if an agency finds a hearing impracticable because of unusual location or other extraordinary circumstances, or (b) if the employee failed to request a hearing when offered preceding the original decision.

• If the employee appeals under the agency appeals system, he may not appeal to CSC until he receives the initial decision on his agency appeal (and then he has 10 days to appeal to CSC), unless the agency has not completed action on his appeal within 60 days, at which time he may terminate his appeal to the agency and take his appeal to CSC.

• If the employee elects to appeal initially to CSC, he forfeits his right to appeal under the agency appeals system.

• The hearing is held before a hearing officer or committee selected in a manner to insure that members will be fair, impartial, and objective. No one who is responsible for reviewing or acting on the proposed adverse action or the adverse decision, and no one responsible for reviewing or acting on the findings of the committee shall be eligible for membership on the hearing committee.

• After consideration of requests by the employee and the agency, employees of the agency will be made available to the committee as witnesses.

• The employee or his representative and the agency shall both have the right to cross-examine witnesses.

• The committee must make a summary or transcript of the hearing and a report of its findings to the authorized agency official. A summary of the hearing and of the report of findings must be furnished to the employee and his representative.

• The employee and his representative must be notified promptly of the final decision.

• CSC will review the agency appeals system, inspect operations of the system, and, when necessary, require conformity with the Executive order and Commission regulations.

They Aid Training

If FAAers Robert F. O'Neil and Sanford P. Rogers of the Air Traffic Service's Washington headquarters should appear as contestants on a certain popular TV quiz program, it's a safe bet that they would stump the panel.

Their "secret" would be that several years ago they negotiated the purchase of 5,000 individual aircraft for the FAA.

But that's only part of the secret. After accepting delivery of the planes they made arrangements with another organization to equip each aircraft with a magnetic device. Then they had the aircraft painted.

Sounds somewhat fantastic? Well, it actually happened.

Bob O'Neil is a project leader in the Standards Branch of ATS's Operations Standards Division, and Sanford Rogers assists him as project supervisor. Providing training aids for ATS facilities is one of their jobs.

The 5,000 planes they purchased were small plastic ones. Painted various colors and equipped with magnets by employees of the Columbia Lighthouse for the Blind in Washington, the miniature aircraft were distributed along with metal blackboards to the Agency's many air traffic control facilities in the field.

Using planes, metal blackboards and chalk, training supervisors can simulate an infinite number of problems.

"Our mission is over-all responsibility for job training programs at more than 640 ATS field facilities within the Agency," O'Neil explained.

He recalls that as recent as 1956, the Agency had no established training aid program.

Today, training aids are recognized as important tools within the Agency. Almost every service uses some form or other for the indoctrination and training of its personnel. These range in size from compact tabletop projectors to actual mockups of control towers and

jet cockpit simulators. The Agency's investment in training aids is considerable. An inventory of ATS training aids alone runs into well over a million dollars.

In addition to supplying ATS facilities with aids, both O'Neil and Rogers work with manufacturers of training equipment to provide specialized training functions.

They have also worked closely with the Aeronautical Center in Oklahoma City in the construction of specialized training devices such as approach control and enroute training flight progress boards.

O'Neil's office has purchased and distributed motion picture projectors, cameras, tape recorders, overhead projectors, film strip/slide projectors and other training devices to the field. This function is being transferred to the regions in FY 1963, however.

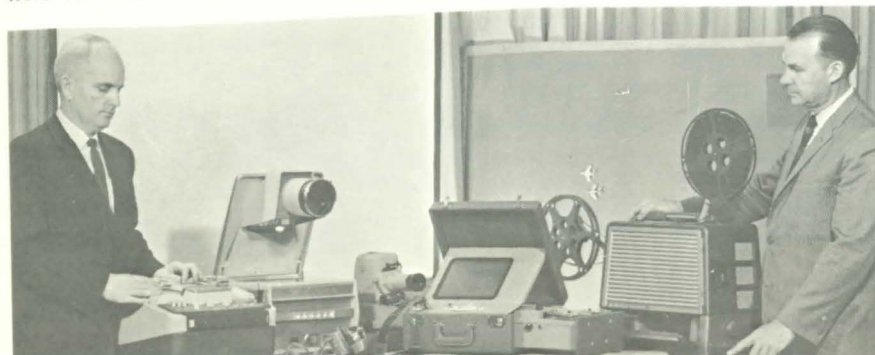
Another major function of this office is providing ATS facilities with specialized motion pictures and film strip programs for orientation and training.

Until recently most available air traffic control training film was from the military and slanted from the pilot's viewpoint, with little or no thought toward the man on the ground.

Today, the Agency is producing film that shows both sides of the story.

For example, last November the Standards Branch produced and distributed some 80 copies of a training film depicting revised holding pattern procedures which went into effect over the nation last January.

FAAers Rogers (left) and O'Neil display some of the equipment they have supplied field facilities. More than \$1,000 worth of equipment is shown.



This advance distribution enabled controllers and flight personnel to familiarize themselves with the new procedure prior to its implementation.

A 16 mm color motion picture film to be distributed next month is titled "High Altitude ATC Radar Services." It concerns a theoretical Convair 880 trip from Kansas City to Chicago and brings in the air traffic control services which would be provided for this flight.

Other subjects soon to be distributed to field activities include a short movie titled "At the Other End of The Mike."

Still another film is titled "What's My Traffic?" concerning control procedures used in an en route facility. It is slanted toward the professional pilot and will be used in a pilot briefing program to be implemented on a nationwide scale later this year.

How do these training films originate?

First, the requirement for a particular film is determined by ATS.

This requirement is outlined to Management Services' Motion Picture and Photographic Section, headed by Anthony Jowitt, who engages a script writer. Working with ATS, he prepares a script.

Next, Jowitt's section engages a film producer and filming begins. O'Neil or Rogers may act as technical adviser.

When filming has been completed, footage is reviewed and approved prior to final editing by the company producing it.

Finished copies of film are made available to all FAA activities through the Agency's Aeronautical Center film library at Oklahoma City.

A film strip program is a series of individual pictures, usually in color, that are assembled on a continuous strip of 35 mm film for use in a film strip projector.

An average film strip program consists of about 60 pictures and is accompanied by a recorded narration in its finished form. Both script and recording are normally prepared by O'Neil's office. Artwork for the strip is done by Visuals Section of Management Services, headed by Wayne C. Lovell.

"We must constantly plan ahead if we are to keep abreast of the latest developments," Rogers said, adding, "We are always looking for new ideas and we encourage suggestions."

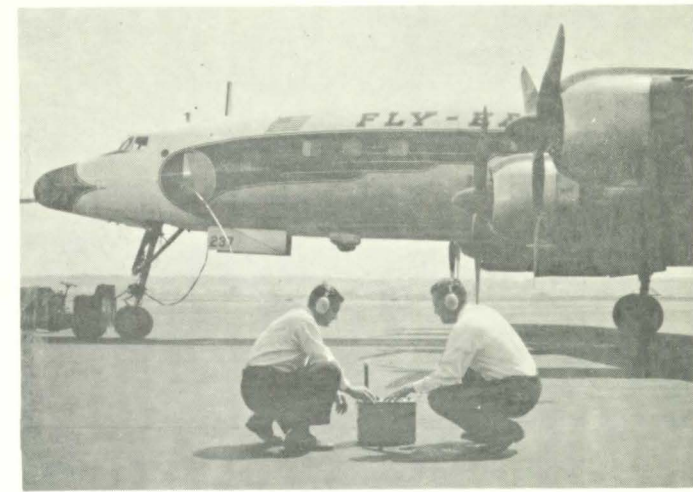
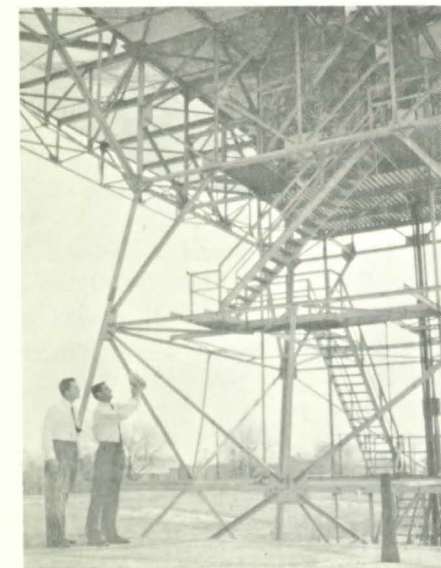
Your Welfare Agency's Concern

Who says no one is concerned about your everyday working conditions, or whether something is being done to protect you from a health and safety standpoint? As a matter of fact, the Agency has ambitious programs underway in the fields of "Occupational Health and Safety".

As the title implies, there is a marriage of health and safety factors which for the most part affect the occupational environment. You expect and you're entitled to certain protective features regarding your job, especially when your health and welfare are at stake. It is the purpose of the Occupational Health and Safety programs to help identify hazards and to advise and assist the appropriate management officials in their correction and control to insure a safe, productive operation.

Agency Order 69 and Agency Practice 3-1100, both dated August 18, 1961, prescribe the Occupational Safety policy of the FAA. They require that a vigorous accident prevention, fire safety and occupational health hazards elimination program be developed and implemented in order to reduce to an absolute mini-

ENGINEERS Creswell and Marrazzo safety check a FAA radar site.



AIRPORT noise level is tested by FAA Industrial Hygiene Engineer R. M. Marrazzo and Safety Engineer Tom Creswell.

mum human suffering, manpower and monetary losses, and interruptions to essential Agency services resulting from on-the-job and job related accidents and fires.

To this end, the Agency's Safety and Industrial Hygiene Engineers have developed, or are currently developing, Agency directives on the following subjects:

- Personnel Safety at Radar Sites—Special Hazards
- Safety and Health Inspections and Hazard Control
- Accident and Fire Reporting
- Noise Control in Occupational Environments

In addition, the Occupational Health and Safety programs emphasize the preventive aspects to avoid or minimize on-the-job injury. Absenteeism represents a sizeable financial liability to the Agency in addition to a decrease in efficiency. A large slice of the prevention pie will be devoted to educating the individual to his working environment. In doing so, he becomes cognizant of the potential hazards associated with his specialty and should take the necessary precautions to avoid injury.

The success of an educational program depends heavily upon directly reaching the employee who must perform his duties in an occupational environment with potential physical hazards. In addition, supervisory personnel must be made cognizant of the prevailing factors and kept abreast of technological changes that affect the employee and his environment.

In this regard a manual is being prepared which is addressed to the supervisor indicating how to detect an environmental hazard upon inspection. The hazards and control measures associated with noise and radiation (radar) exposure have been published by the Aviation Medical Service. These are in the form of guides expressly designed for technicians, trainees, and professional and supervisory personnel who manifest an interest in these matters. For the most part, these publications, although not official in stature, contain data which are reflected in Agency directives thereby authorizing the use of funds and personnel, where available, to initiate programs as needed.

The promotion and implementation of the Occupational Health and Safety programs are the responsibility of the designated Occupational Safety Officers and Flight Surgeons, or other Medical Service personnel, in the major field organizations. However, the basic responsibility for assuring a safe, efficient and productive environment rests with every official and employee of the Agency.

The detection and identification of an occupational hazard is not always apparent. The hazard sometimes takes the form of invisible radiation rays or vapors with appealing aromas. Special instruments are required to precisely evaluate the suspected hazards. More notable of these instruments are the sound survey meter with frequency analyzer, radiation detector (X and micro-wave), toxic gas detector, psychrometer, light meter, and others.



MANAGER Morgan Stern (left), of Suburban Airport, discusses a flight plan with Mrs. McAllister and Roy Skahill. Plane in background is used by club.

Capital Flying Club Active

Thanks to the determination of several light plane enthusiasts, Agency personnel in the Washington area now have their own private flying club called the FAA Aero Club. Much credit for the club's existence must go to Mrs. Marie McAllister, a secretary with the Office of Management Services.

An avid flying buff, Mrs. McAllister approached Administrator Halaby last summer with her idea for a Washington club.

Mr. Halaby liked the plan. He suggested that the Agency's Flight Standards Service explore it further and provide organizational advice.

Donald Houghten, FS special projects officer, was assigned the job of club adviser.

"We certainly owe a lot to Mr. Houghten," Mrs. McAllister said. "He has provided us invaluable assistance."

One of the first problems facing the fledgling club was equipment. Their limited treasury precluded purchasing a plane immediately. It was hoped that they could obtain a surplus military aircraft for club use, but unfortunately this was not possible. They had to settle for renting aircraft.

Today, many months later, they rent and operate aircraft from Suburban Airport located at Laurel, Md., about a 30-minute drive from downtown Washington. In addition to flight instruction, the small airport offers club members audio-visual ground school and link training.

The rental agreement allows Aero Club members the choice of several types of new aircraft. Members of the club are in both the private and student pilot categories. Several of them, including Mrs. McAllister and her FAAer husband, also own and fly their own aircraft.

Eventually, as the club and its treasury increase in stature, they plan to buy their own plane.

Membership in the club is open to all FAA employees of the Washington area.

Officers of the Washington club are: Mrs. Marie McAllister, MS-100, president, Laurence Gross, AT-430, vice-president, and Roy Skahill, AF-347b, treasurer.

In addition to its regular membership, the club has "Patron" members. These are FAAers who cannot actively participate, but wish to see the club progress. They become honorary members.

"Purpose of the Club is not 'cheap' flying," President McAllister explained. "On the contrary, high standards have been set for safety and quality of training. We are primarily interested in pro-

viding employees who desire to learn to fly, a means of doing so."

Washington club members, like those at the Aeronautical Center, strongly feel the need for a single Agency-wide flying club, coordinated through constitutions and by-laws. All would be subject to the same Agency policies regarding flying clubs, and use of the Agency's name.

A single name would be chosen for use by all the clubs. It would be prefixed by their area designation.

Mrs. McAllister feels that such a club not only would be beneficial to its Agency members, but might act as a point of contact for private aero clubs seeking advice. It is felt that it would also promote a better understanding of general aviation.

The Washington club will be happy to answer any questions you may have concerning membership in their organization. They would also welcome your ideas on the proposed merger.

ATTENTION PILOTS

The FAA Flying Club, Inc., at the Aeronautical Center in Oklahoma City, has announced that it is compiling a directory of all Agency flying clubs.

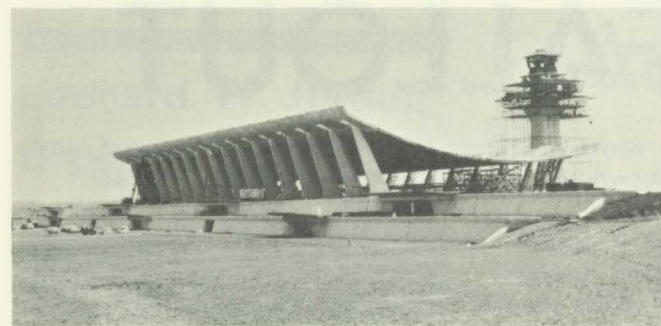
The new directory will become part of a central information file the Oklahoma club is assembling.

Lee B. Peery, club president says that this information will be utilized for exchanging ideas among FAA flying clubs. It also would be available to all FAAers interested in forming or joining a flying club.

Peery asks that all Agency flying clubs forward him their club's name, its address and the name of the club president.

Information should be mailed to: FAA Flying Club, Inc., Post Office Station 18, Will Rogers Field, Oklahoma City, Okla.

Peery reports that their earlier offer to provide organizational assistance to FAAers interested in forming flying clubs, has been gratifying. This offer was carried in the February issue of FLY-BY.



INTERNATIONAL AIRPORT

SMOKE-EATERS

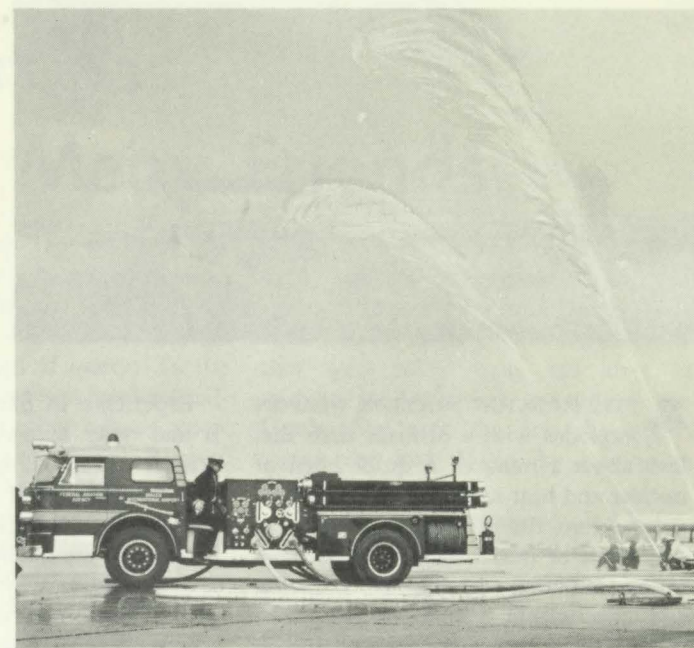
WHEN THE AGENCY's ultramodern International Airport at Chantilly, Va., is officially opened this fall, it will offer its jet-age customers the very latest engineering advances in comfort and protection.

Part of this behind-the-scenes protection will be a full time fire department headed by veteran FAA Fire Chief Paul P. Benarick. This highly trained group of specialists will man the most modern fire apparatus available for combating both structural and aircraft fires which might occur on the 9,800 acre airport.

The fire department will include two 2500-gallon aircraft rescue trucks with a discharge rate of 1400 gallons-per-minute; two 3000-gallon (nurse) tank trucks; two 1500-gallons-per-minute structural pumper trucks; one light rescue vehicle carrying 1000 pounds of foam compatible dry chemical, electric metal cutting saws, and other emergency equipment.

FLY-BY recently visited the huge airport to observe the new 1500 g.p.m. structural pumpers in action. Carrying a crew of five, the new vehicles come equipped with two-way radio; rescue kits; self-contained breathing apparatus; portable extinguishers; ladders and more than 3,000 feet of 2½" high pressure hose.

Photos reading clockwise from top are: (1) North facade of modern terminal and tower; (2) Pumper sends rooster tails of water arching high into air; (3) Close up of firemen at work; (4) Huge mobile lounge dwarfs big pumper; and (5) Chief Benarick (center) with vehicle crews.





FALLOUT

This is the second in a series of articles extracted from a Department of Defense booklet "Fallout Protection."

A FIVE-MEGATON NUCLEAR WEAPON explodes with a brilliant flash that lasts about a minute. A quick burst of nuclear and heat radiation emerges from ground zero, the point of the explosion. The spurt of nuclear radiation is called initial radiation or prompt radiation and kills within a mile or two. The heat rays can kill unprotected people up to 10 miles away and may start fires beyond that. The heat rays and initial radiation are followed by a blast wave which starts at more than 2,000 miles an hour, but loses much of its damaging force by about 10 miles out. With the blast wave comes a violent wind which picks up loose objects and bears them outward. Nearly everything within a radius of a mile of ground zero would be destroyed.

As the brilliant fireball rises in the sky, it draws up a vast amount of earth that is melted or vaporized and contaminated by the radioactive residue of the explosion. A little later this material, condensing in the cold upper air like rain or snow, starts falling back to earth because, like ash from a fire, it is heavier than air. It is called fallout because it falls out of the sky, wherever the winds may blow it. You cannot tell from the ground which way it will be carried because its scatter is determined by high-altitude winds, which may be blowing in a different direction from the ground-level winds you can observe. About five miles from the explosion, the heavier particles—early fallout—would reach the ground in half an hour. Twenty miles away, people may have nearly an hour to get ready. One hundred miles away the fallout may not start for four to six hours. All this early fallout, which carries the bulk of the radiation danger, descends in less than 24 hours. The less dangerous lighter particles—delayed fallout—might stay aloft for months.

Experience in Europe in World War II and other human experiences under disaster conditions have pointed to distinct advantages of the community or neighborhood fallout shelter when compared with the family shelter. There are several reasons why group shelters are preferable in many circumstances:

- A larger than family-size group probably would be better prepared to face a nuclear attack than a single family, particularly if some members should be away from home at the time of an attack.
- There would be more opportunity to find first aid and the other emergency skills in a group, and the risk of radiation exposure after an attack could be more widely shared.
- Community shelters would provide shelter for persons away from their homes at the time of an attack.
- Group shelters could serve as a focus for integrated community recovery activities in a post-attack period.
- Group shelters could serve other community purposes, as well as offer protection from fallout following an attack.

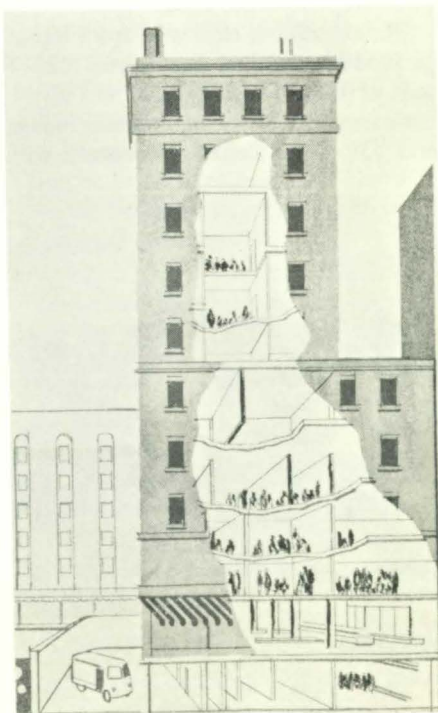
For these reasons the Federal Government is undertaking a number of activities—involving guidance, technical assistance, and money—to encourage the development of community fallout shelters. The overall program, which got underway with the National Shelter Survey, aims at securing group fallout shelters in existing and new structures, stocking them with essential supplies, marking them, and making them available to the public in an emergency.

Office Protection

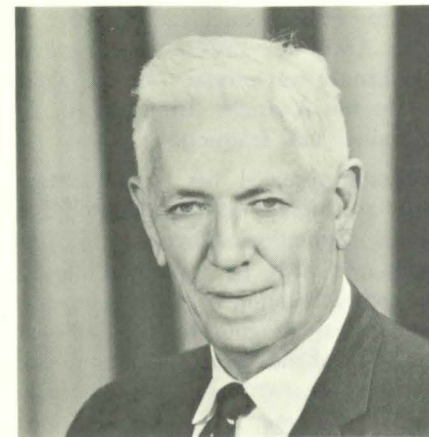
After a nuclear attack, a tall apartment or office building 10 miles or more from the explosion could be one of the safest refuges.

Because the gamma rays given off by fallout penetrate much like X-rays, the people taking shelter in the building illustrated, have put as much mass of material as possible between themselves and the particles which have settled on the roof, ground, and other horizontal surfaces. Above ground, they have gone to the middle of the building; below ground, they have found shielding in a basement corner. Those in the main basement are shielded from radiation by the surrounding earth, by partitions, and by the whole mass of the building above. On the upper floors, people have shielded themselves in the "core" of the building. They have avoided the floor with the setback and terrace because of radiation from the fallout piling up there. (For better protection on any floor, it is advisable to keep below the window-sill level.) Because the tall building shields lower floors from some radiation, people have taken shelter in more rooms on that side. But no one has taken cover on the ground and top floors because the shielding there is inadequate.

Remember—in the event of a nuclear attack, your only probable salvation will depend upon your reaching shelter protection as quickly as possible.



Leonard W. Jurden Dies in Kansas City



Leonard W. Jurden, 65, former manager of the Third Region in Kansas City, died of a stroke on April 17, at his home in Kansas City, Mo. Funeral services were held April 19.

Mr. Jurden retired from his post as Region Three Manager and from the Government August 31, 1960.

Mr. Jurden had a great many friends throughout the Agency. To these friends, his family expressed a desire that flowers not be sent. In place of flowers, they would rather that a donation be made in his name to the Golden Book of Memories at St. Andrews Episcopal Church, Meyer Blvd., and Wornall Rd., Kansas City, Mo.

Mr. Jurden began his aviation career in 1918 when he joined the Army Signal Corps as an aviation cadet.

In 1928 he joined the Bureau of Air Commerce of the Department of Commerce. He was based at Wichita as an inspector of airplanes, engines, and later, aeronautical schools. In 1930 he was based in Kansas City.

In 1938, following the passage of the Civil Aeronautics Act, Mr. Jurden, who had been serving then in New York under the Air Commerce Bureau, was transferred back to Kansas City as Regional Manager of the then new CAA.

During World War II, he served with the Air Training Command.

Following the war, Mr. Jurden returned to the CAA and to Kansas City as Regional Administrator. He had logged more than 4000 hours of flying in some 50 different types of aircraft.

FAAer Has Many Friends

Dorothy E. Bryant (shown below) is "grandma" to the youngsters of McGrath, Alaska. To many a pilot in trouble above the vastness of interior Alaska she's an angel of mercy. To the FAA she's an air traffic control specialist, and one of the few women communicators left in the Alaskan Region.

And in each of these categories she excels. The youngsters love her. Many a pilot owes his life to her. And recently the FAA officially recognized her job by presenting her a Sustained Superior Performance award including a certificate, a letter of appreciation, and a check for \$200.

One of her greatest satisfactions in life is the appreciation expressed by pilots she has helped. "They often come in months later and say thank you," she explains. Another great satisfaction is working with children. She keeps a basket of toys available in her apartment at the McGrath FAA Station for the younger ones, and is active in 4-H work for those a bit older.

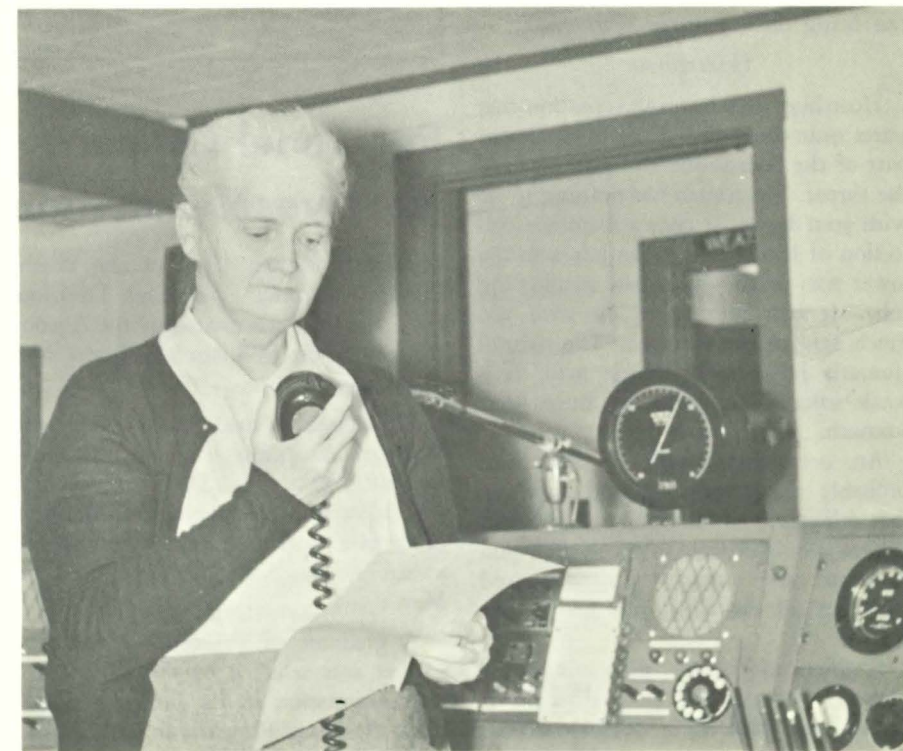
She has been in her present position at McGrath for more than 15 years, or

nearly as long as she has been with FAA, and its predecessor, CAA. She came to Anchorage from Idaho Falls, Idaho, in 1945 as a communicator, as they were called then, and after 11 months in Anchorage, moved to McGrath. She says she felt she wasn't seeing the real Alaska by staying in Anchorage.

Dorothy, whose husband died before she came to the Northland, was a ground instructor in navigation for the Navy during World War II at Idaho Falls. Among the first things that impressed her upon her arrival in Alaska were the patience and helpfulness of the people. "And I have tried to pass that on to others," she adds.

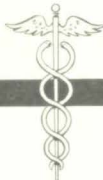
Dorothy has a commercial pilot's license but a back injury prevents her from flying now. However, playing "grandma" to all the kids at McGrath, helping strayed pilots, working in 4-H activities, and gardening keep her busy.

Although Dorothy will be eligible for retirement in about three years, she plans to keep on the job as an air traffic control specialist.



HEALTH FOR ALL

ENVIRONMENTAL HEALTH DIVISION
AVIATION MEDICAL SERVICE



Chest Pain and Heartburn

We've become a heart-conscious nation. One small stab of pain in the chest, and the sufferer is sure he has heart trouble. It's true that heart damage can cause pain in the chest. But there's a lot more to your chest than just your heart.

To begin with, you have chest muscles. Several bouts of hard coughing can strain those muscles and they'll hurt.

Then you have ribs, and cartilage. Ribs can be bruised or even fractured by hard coughing. The cartilage can be damaged. Either type of injury will cause pain in the chest.

The lining of the chest wall, called the pleura, sometimes gets inflamed. This illness is called pleurisy; the pain is in your chest.

Arthritis of the spine can cause chest pain. So can any damage to your diaphragm, the tough sheet of muscle which separates your chest from your abdomen. Sheer nervousness and fatigue can bring on chest pain, too.

Take your chest pain to your doctor. Let him tell you what's causing it and what you can do about it. And don't get over-anxious about your heart. That can bring on a pain in your chest.

Heartburn

Heartburn is a burning sensation that starts near the stomach under the lower part of the breastbone and goes up into the throat. Heartburn has nothing to do with your heart. It comes from the collection of food or digestive juices in the lower part of the gullet, the swallowing tube. It has nothing to do with too much acid in the stomach. The natural stomach juice, hydrochloric acid, is a weak solution, and doesn't burn your stomach.

An occasional attack of heartburn probably means nothing and anything that relieves it is all right to take. But if you get heartburn so often that you have to carry antacid tablets around with you all the time, you may be in trouble.

Frequent heartburn, persisting over a period of time, may be a symptom of disease and calls for a doctor's advice.

OFFICIAL CONDUCT

To assure the integrity of Agency operations, to promote compliance with applicable laws, policies and regulations, to avoid even the appearance of impropriety and to safeguard public confidence in the FAA, the following policy is hereby prescribed:

"The highest possible standards of integrity and ethics in official conduct are to be promoted and maintained by all employees and representatives of the FAA."

The above policy is prescribed in Agency Order 51 (Rev.) of July 3, 1961. This order has to do with employees or representatives accepting fees, compensation, gifts, payment of expenses, or any other thing of monetary value. It also precludes involvement in any outside activity not compatible with the full and proper discharge of the responsibilities of an employee's office or position.

The head of each organizational segment of the Agency is responsible for maintaining this policy.

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

Personnel Officer Receives Nomination

John B. Langer, chief of the Washington Personnel Operations Division, OPT, has been nominated by the Agency for the 1962 William A. Jump Memorial Award.

This award is made each year by the William A. Jump Memorial Foundation of Washington, D. C., in recognition of superior achievement in the field of public administration. This year's award winner will be announced in May.

A graduate of Princeton University, Langer was selected by the Civil Service Commission in its Junior Management Assistant Program in 1952.

During the next five years he was promoted to increasingly responsible positions and in 1957, he became chief, Staffing Section under the Director of Personnel of the U. S. Civil Service Commission. Still later he transferred to the Airways Modernization Board as director of Personnel and Security. In 1958 AMB was absorbed by the FAA and Langer was assigned as staff assistant to the Assistant Administrator for Personnel and Training.

Langer received his present assignment as chief of the Washington Personnel Operations Division in June 1960. As such, he is responsible for the administration of the personnel management program for the headquarters office of the Agency. This comprises a staff of more than 4,400 employees in the Washington area, plus additional personnel in 38 foreign countries.

Citing Langer's many accomplishments, the Agency summed up his nomination by saying: "His outstanding sense of purpose toward a dynamic public service together with his selfless interest and energy in moving toward making it a reality, makes him a highly valued member of FAA and a worthy candidate for recognition."

William J. Schulte Special Assistant

William J. Schulte has been named a special assistant for general aviation to the Administrator.

A businessman and rancher from El Reno, Okla., Schulte has been active in general aviation for almost 30 years. He soloed in 1933, and currently holds a commercial pilot's license. He uses light aircraft extensively in his business and ranching operations, and has logged more than 3,000 hours.

The Oklahoma businessman is on the aviation committee of the El Reno Chamber of Commerce and is a member of Silver Wings, a group of pilots who have been flying solo for 25 years or more. He also has been associated with the Flying Farmers.

During World War II, he served with the Navy in the Atlantic and Pacific. He left Naval service in 1946.