

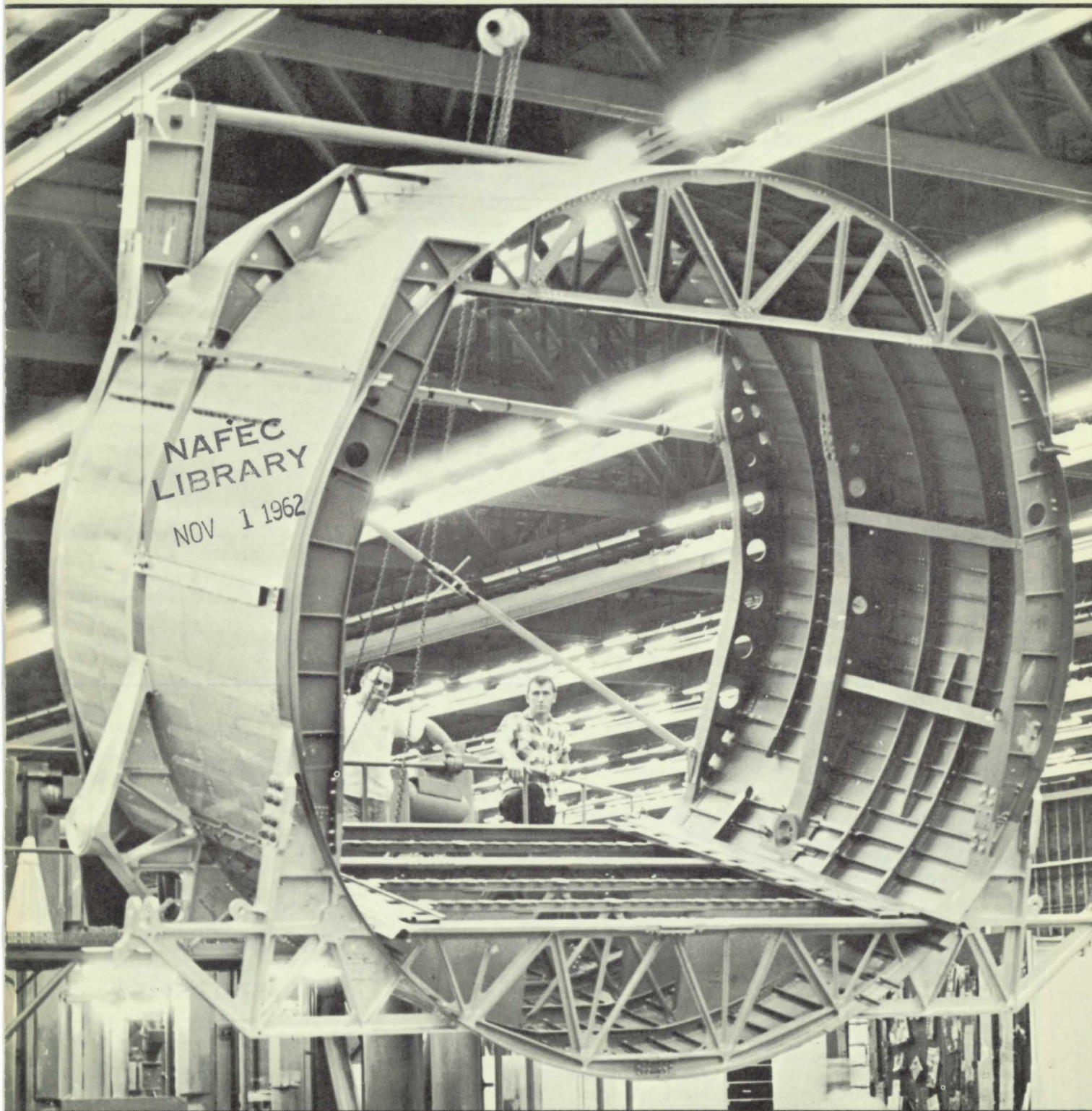
FLY-BY

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NOVEMBER 1962



OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

Archie W. League Gets 'Copter Rating

Archie W. League, Southwest Region Assistant Administrator and 35-year aviation pioneer added another rating to his commercial pilot certificate on August 30 when he received his rotorcraft-helicopter designation.

The new helicopter rating is the 56th such aircraft qualification that League has earned during a long civilian and military aviation career which has spanned more than a third of a century.

Since early childhood, his primary interest in life has been aviation as evidenced by photographs taken at the age of twelve with helmet and goggles. Although devoting every spare moment to furthering his knowledge of flying, he did not become actively engaged full-time in aviation until the late 1920's when he became the first airport traffic controller in the Nation at Lambert Field, St. Louis, Missouri.

In the meantime, however, he had learned to fly, operated his own flying circus, barnstormed Missouri and Southern Illinois, and became one of the nation's first licensed airplane and engine mechanics.

From the mid-1920's to the late 1930's, League was actively engaged in the growing military aviation reserve. After serving ten years as a petty officer in Naval Reserve aviation, he applied for a commission in the U. S. Army Air Force Reserve. He was commissioned a 2nd Lieutenant in September 1937. He later became a pilot in the 110th Observation Squadron, Missouri National Guard and was called to extended active duty in 1940.

Immediately following Pearl Harbor, his unit was ordered to the West Coast

and subsequently to the Southwest Pacific where he participated in the New Guinea, Solomon Sea, Bismark Sea, and other major Pacific campaigns. He was later transferred to the XIX Tactical Air Command where he conducted research on the application of jet aircraft, guided missiles, and radar controlled aircraft.



Archie League

He left the Army with the rank of full Colonel to return to the CAA as Chief of the Operations Inspection Staff in the old fifth Region in Kansas City.

Since his first assignment with the newly-opened Government-operated Traffic Control Center at Pittsburgh, Pennsylvania, in June 1937, League has devoted more than 25 years to helping assure air safety through leadership in the CAA and the FAA.

In the CAA's Region Three headquarters in Kansas City he held such responsible positions as Chief of the Planning and Evaluation Division, Airports Division Chief, and Assistant Regional Administrator.

In 1958, he was selected to head the CAA Planning Division in Washington. When the FAA was created by Congress in 1958, League assumed new responsibilities as head of the FAA's Analysis Division in the Office of the Assistant Administrator for Plans and Requirements.

He was assigned as Assistant Director of the Bureau of National Capital Airports in 1959.

In April of 1960, League was transferred to Fort Worth, Texas, as Manager, FAA, Region Two. He was Named Assistant Administrator for the Southwest Region on October 1, 1961.

Detail Procedures

Headquarters recently received an inquiry from an employee asking how he could get credit for performing duties other than those to which he is regularly assigned. The situation this employee referred to is known as a "detail."

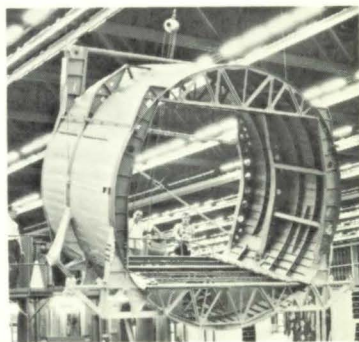
To detail an employee means to assign him from his regular position to another job without change in his Civil Service or pay status. At the end of the detail the employee returns to his regular duties.

Details are intended only for meeting temporary needs of an agency's work program when necessary services cannot be obtained by other desirable or practical means. An employee may be detailed to perform duties which are at or above the grade level of work he usually performs. Normally, no detail will be approved for more than a six-month period.

When a detail lasts for 30 days or less, no written record is made. For details in excess of 30 days, a record is made describing the duties to which the employee was detailed. This record is made on a "Request for Personnel Action" (Standard Form 52) for permanent filing in the employee's Official Personnel Folder.

In this manner an employee receives credit for performing work other than that to which he is normally assigned. This permanent record is reviewed by officials when considering employees for other assignments since it is creditable qualifying experience.

If you have any questions about detail procedures, talk them over with a representative in your personnel office.



COVER—Center of 143-foot fuselage of 316,000 pound giant new military-civil cargo carrier is this huge 5200-pound "barrel", the first big fuselage section completed on America's fan-jet air-lifter of the future. Lockheed photo.

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

CHARLIE PLANCK, for more than 20 years the moving spirit behind so many successful FAA activities, particularly parties, had one of his own on September 14 when many of his friends gathered at the National Press Club to wish him bon voyage on his retirement . . . ANDREW R. FREY completed 30 years' service October 26. Frey retired as the FAA's chief operations, Data Processing Branch in the Administrative Services Division . . . HAROLD E. GREER, Flight Service Specialist at Muscle Shoals, Ala., wrote: "I have just read the article 'Controllers and Conscientious Citizen Couple-up to Catch Crafty Culprit' in the August-September issue of FLY-BY. I think it needs a little more coverage. You see the Flight Service Station at Muscle Shoals, Alabama played a big part in the capture of this stolen aircraft also. The stolen aircraft CF-MJJ or N9643T departed Decatur not at 9:05PM June 1, but 1805CST May 31, 1962 instead. All FSS had previously received, from Great Falls, Montana, an alert FBI search on this aircraft, and all outlying airport managers had been notified. After refueling the aircraft and recognizing it as stolen, the Base Operator at Decatur, Mr. Ernie Blackwell, notified the Muscle Shoals FSS by FX telephone. Mr. Blackwell advised the pilot mentioned coming to Skypark Harbor on Wilson Lake at Muscle Shoals. Immediately the specialists on duty notified the local FBI agent, Alabama Highway Patrol, and the Border Patrol at New Orleans. Also issued an alert by teletype to all FAA FSS in the southeast United States. During the search Muscle Shoals FSS acted as relay point between FBI, Border Patrol, and Highway Patrol. At one time during the night the local FBI agent missed the aircraft at a private pier by only five minutes. The search continued throughout the night and until mid-day June 1, when the FBI agent notified Muscle Shoals FSS of the capture at Knoxville, at which time a cancellation of alert was transmitted. The specialists involved, at Muscle Shoals, were Edward F. Crockett, Jr., Harold E. Greer, and Dwight M. Spearman." We're glad to set the record straight . . . HARRY E. BOLTZ, Chief Griffiss RAPCON/Tower, Griffiss AFB, N. Y. sent a clipping from the *Rome Daily Sentinel* describing the actions of Paul V. Thompson, a controller at Griffiss RAPCON, on September 2, 1962. It mentioned how a little girl was sitting near some falls when she fell into 10 to 15-foot deep water. All that was visible was the scared look on the child's face and the fluttering of her little hands. Thompson and his family happened on the scene and, without hesitation, he dove into the water and brought the child ashore. The father of the child thanked Paul Thompson and his modest reply was, "I only hope someone would do the same for my child." Boltz wrote that personnel at Griffiss RAPCON feel it is a privilege to be associated with a man of this caliber and believe he should be commended for his quick thinking, and courageous demonstration of character.



ASSIGNED to Norton AFB, Calif., are FAAers Marion F. Roscoe, left, and Robert L. Terneuzen, who discuss liaison need between military and FAA with Maj. Gen. Perry B. Griffith, Deputy Inspector General for Safety, Headquarters.



LUPE SERRANO, Prima Ballerina with the American Ballet Theatre, takes time out to introduce the 1962 Christmas Seals to FLY-BY readers. Christmas Seal funds are used in most areas to support programs of education, research, case finding and services for TB patients and their families.



THIS JET utility aircraft, the Lockheed JetStar has just begun duty with the Air Force Communications Service. The high-flying jet provides the Air Force its first high-efficiency, all-weather capability to rapidly conduct performance evaluation of air traffic control communications procedure at emergency mission deployments over the world.

FLY-BY

Editor

Thomas J. Wholey

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George P. Bates, Jr. Named Deputy Director Aircraft Devel. Service

George P. Bates, Jr. has been named Deputy Director of the Agency's Aircraft Development Service. He will assist Melvin N. Gough, Director of the Aircraft Development Service, in the management of Agency aeronautical programs.



George F. Bates, Jr.

Bates, 37, comes to the FAA from NASA's office of Advanced Research and Technology, where he managed a broad range of flight research programs. In recent years, these programs have dealt with aerodynamics, aircraft and rocket operations, flight safety, noise, pilot problems, and bio-astronautics. He has been a NASA participant in the FAA-NASA-Department of Defense supersonic transport airplane technical research program.

Bates, a native of Augusta, Ga., joined the National Advisory Committee for Aeronautics, predecessor organization of NASA, 1946 after receiving an aeronautical engineering degree from the Georgia Institute of Technology and serving with the Army Corps of Engineers in the Pacific during World War II. He undertook research in fluid mechanics at NACA's Langley Research Center, Virginia, until 1950, when he transferred to that organization's headquarters in Washington, D. C.

Agency Order Calls For High Standards

It is the policy of the Federal Aviation Agency, as prescribed in AD-1000.1 (formerly Agency Order 51 (Rev.)), that the highest possible standards of integrity and ethics in official conduct are to be promoted and maintained by all employees and representatives of the Agency and that even the appearance of impropriety be avoided.

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

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

The Administrator has directed that all violators of this policy are to be promptly brought to the attention of the Compliance Division, Office of Compliance and Security.

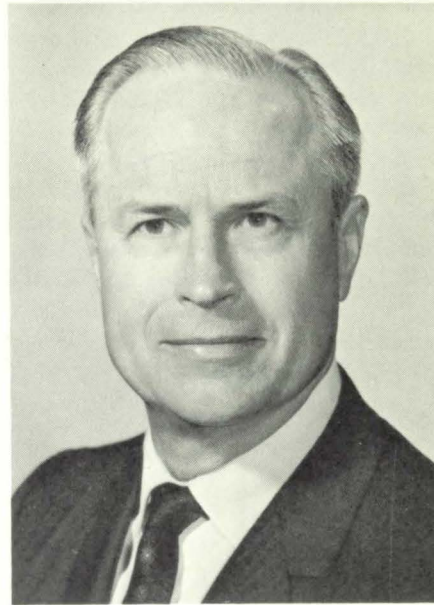
Minimum Age Changed by CSC

The Civil Service Commission has informed Federal Agencies of a change in minimum age requirements for civil service applicants.

Although the general minimum age for jobs in the competitive civil service remains at 18, the minimum age for high school graduates has been changed to 16 provided there is conformance with Federal, State, and local laws relating to minors and to the Fair Labor Standards Act. CSC may establish a minimum age other than the foregoing if it and the agency concerned agree the age change meets the needs of sound administration.

There continues to be no maximum age for civil service examinations.

William J. Schulte Heads New Office



William J. Schulte

William J. Schulte has been named Assistant Administrator for the newly-created Office of General Aviation Affairs by Administrator Halaby.

The new Office was formed in recognition of the importance of general aviation, although its functions also embrace Congressional and aviation education matters. Prior to this appointment, Schulte served as Special Assistant to the Administrator for General Aviation.

The Office of General Aviation Affairs will be the focal point for handling Congressional matters. To promote wider public understanding of FAA activities and to help airmen improve their skills, the new Office also will develop aviation education programs in cooperation with state and local officials and aviation organizations.

The FAA's Office of Congressional Liaison and Aviation Education Division in the Office of Public Affairs have been absorbed in the new organization.

Schulte, who joined the FAA in March of this year, is a businessman and rancher from El Reno, Okla. He 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 airplanes extensively in connection with his business and ranching operations, and has logged more than 3,000 hours in the air.

Airports Reorganization

Reorganization of the Agency's Airports Service, the first since the Service was created late last year to provide for more effective and aggressive leadership in developing the nation's airport system, has been announced.



Cole Morrow

Until last November, the Airports Service was a division of the Aviation Facilities Service, and its organizational structure remained unchanged when it was elevated to a service status. The present reorganization is the result of a thorough analysis of the scope, functions and organizational requirement to meet the Agency's mission in the field of airports.

Cole Morrow, who was recruited last November from industry as Director of the Airports Service and who initiated the reorganization, said it reflects the views of Administrator Halaby that "the Agency must actively encourage the construction of new airports and improvement of existing ones if this nation is to meet the increasing needs of all segments of civil aviation."

One of the major reorganizational changes is the creation of a new Airport Safety Division to oversee ground safety and defense readiness at the nation's airports. Frank H. Holt, a retired Navy Captain, will serve as chief of the division.

Two new staff positions also have been created in the Office of the Director. The Liaison Staff will be responsible for maintaining the wide variety of government and industry contacts necessary for successful coordination of the Airport Programs. Joseph W. John-

son, former head of the Airports Planning Branch, will be Chief Liaison Staff Officer. The Evaluation Staff will assist the Director in monitoring and evaluating the over-all performance of the Airports Service. No appointment has been made to this post as yet.

An International Programs Staff also has been established in the Office of the Director to assume most of the duties formerly executed by the Technical Coordination Staff. It will insure that the Airports Service provides effective support of programs involving U. S. interests in airports in foreign countries. The chief staff officer will be Arthur L. Catudal, former head of the Technical Coordination Staff.

Other major organizational changes include:

- A new Airport Standards Division which absorbs the functions of the former Airport Engineering Branch. It will give increased attention to the development and updating of technological standards and criteria involved in the design and construction of airports. Clyde Pace, Chief of the Airports Division in the Central Region in Kansas City will serve as acting chief.

- The Airport Development Program Division succeeds the former Operations Branch and will continue its functions except those relating to airport safety and defense readiness. The acting chief will be Chester G. Bowers, who formerly headed the Operations Branch.

- The Airport System Planning Division assumes most of the duties of the former Airport Planning Branch and will give increased emphasis to the economics and social aspects of airport planning. A. T. Adams, Jr., chief of Airport Planning in the Southwest Region in Fort Worth, Texas, is the acting chief.

- The Program Management Division absorbs the functions of the former Administrative Staff but will play a more active role in the over-all management of the Airports Service. Eric O. Stork, formerly with the Management Analysis Division, will head the division with the title of Executive Officer. Stork participated in the management study leading to the reorganization.

Administrator Urges Strong UGF Backing

Administrator Halaby urges all employees to do their part in the United Givers Fund 1962 Campaign. His UGF memorandum said:

"All of us would want to help another human being in trouble if we knew the need was great, because we can understand the plight of one individual.

"The problem becomes real and pressing and a normal reaction is to want to help. Large-scale, organized efforts to help solve the problems of a lot of people in distress lose reality and some of the urgency because individuals become statistics, and statistics don't suffer as people do. But I would ask you to think of the individuals who are dependent on this year's United Givers Fund campaign and the agencies which can help them with your help.

"I would also like you to think of this as an opportunity to show the rest of the government community that the Federal Aviation Agency does not belong next to the bottom of the heap in giving to those in trouble, as it was last year.

"Our record in this, in helping others through the United Givers Fund, is a good indicator of our own attitude. It can be withdrawn, self-satisfied, an 'I've got mine philosophy.' Or it could be warm, confident, a 'let's give 'em a hand,' outlook. That is what I am hoping for this year. I expect to do what I can to bring it about. I hope you will join me."

Field Operations Hdqtrs.

Earl E. Blanchard has been appointed Assistant Division Chief of the newly-established National Field Operations Headquarters, Flight Inspection and Procedures Division at Oklahoma City. He will manage and supervise the operations of the following national field programs: Jet Operations, System Surveillance, Standards, and Data Control; also the Flight Schedule Control Staff (program executive) and Engineering Staff (technical support).

Blanchard, former chief of the Eastern Region's Aircraft Management Branch, has 17 years of Facilities Flight Inspection background and two years' General Safety experience.

THE AGENCY'S LIBRARY SYSTEM

FOR ALMOST two years, the Federal Aviation Agency has been developing a strong library system to support its personnel in performing their duties and to aid the public in understanding the problems and programs of civil aviation.

Shortly after the FAA's establishment, the Office of Management Services was asked to make a survey of the FAA Library. The survey, published in March 1960, recommended: "FAA needs a library system to provide (1) a broad range of reference support to staff and operating officials, and (2) research support in certain specialized fields." It further stated: "As an operating Federal agency, FAA must provide its staff members with a variety of tools which they require for their work . . ."

Within the past two years, the Headquarters Library in Washington has grown from five to 18 employees. A much more adequate budget was allotted for the purchase of books, periodicals, furniture, and equipment; space was more than doubled. The Agency hired its first professional Medical Librarian, started the Law Library Section functioning on a professional level, established an Information Retrieval Section for the procurement and servicing of technical and research reports, and formed the Technical Publications Section. Contracts were let with two private firms; one to assist in clearing up backlogs, acquiring needed reports, and indexing those on hand; the other to microfilm many of the Agency's reports, bulletins, orders, notes and regulations.

At the request of the Civil Air Surgeon, the Medical Library Section was surveyed on its need for reorganization and expansion. This "Library" had nearly all of its books out on indefinite loan to various doctors' offices and was functioning mainly as a center for a report collection and for journal routing. Reference and bibliographical services were at a minimum. A professional Medical Librarian was hired, a separate library budget established, and additional furniture and equipment purchased.

by Wilmer H. Baatz
Chief Library Branch, MS-110

Library services, in the form of ready access to basic information and to data on current developments, are among those aids whose absence is sometimes less immediately noticed than the absence of other supporting services. Yet the cost of this lack can be high indeed, both in terms of time wasted in searching for or reconstructing information which could readily be made available, and of reduced quality of product growing out of not having used the best, most up-to-date information.



Present plans for the Medical Library Section in Washington call for it to service the needs of the research personnel at Georgetown, Medical personnel at the Aeronautical Center, and the office of the Civil Air Surgeon. The largest collection of medical material in the country is in Washington in the National Library of Medicine, the National Institutes of Health, and the Veterans Administration. This material can be made available through the Medical Librarian in Washington to personnel in Oklahoma City and to regional medical personnel. This includes preparation of special bibliographies and reference and research work.

THE LAW LIBRARY Section left much to be desired. FAA attorneys had to use the law libraries of other departments extensively—an inconvenient and time-consuming process.

This was changed when a budget request was approved for \$50,000 for basic volumes and shelving and two additional positions provided for law library service. Orders were immediately placed for basic books, journals, and services.

The Law Library collection has grown from about 3,000 volumes to 20,000 volumes. Most of the basic digests, codes, regulations, laws, treatises, services etc., needed for a working collection are now in the Law Library. The Law Librarian visited the Aeronautical Center, NAFEC, and the five continental regional offices, surveyed their needs for law material and inventoried their holdings. Present plans are under way to secure needed volumes for them as well as for the Alaska and Pacific Regions.

Additional funds have been secured by the General Counsel for the field office law collections. The Law Librarian, by his contacts, has secured over \$10,000 worth of law material from other libraries—gratis. The circulation in Washington's Law Library Section rivals the main circulation desk in the Reference Section. Interlibrary loan service is provided, reference questions are answered, and special bibliographies compiled. Also prepared are a number of issues of "Current Legal Literature" which annotates recent publications of particular concern to the FAA attorneys.

The research and technical reports collection was another service area ob-

viously in need of attention. At the time of the survey, the FAA had about 50,000 variously dated reports in four major uncoordinated collections in Washington, and in Atlantic City. Other reports were scattered in various offices of the Agency. No central index or control existed; servicing was at a minimum, duplication and minimal subject indexing were common.

The first step in solving the problem was to consolidate and put in order the material already in hand. A Chief of the Section was hired and the report collection inventoried. The Director of the Office of Management Services then appointed an Information Retrieval Policy Committee, consisting of representatives of the operating services, research and development, management and budget.

While the Information Retrieval Section has now only three full-time employees, considerable progress has been made. A contract let last year with a private firm, resulted in the addition to the collection of about 2700 technical reports of particular interest to Agency personnel and a publication listing of these reports was made.

MAIN ENTRY index cards have been made for these reports and have been sent to Administrative Services Division Chiefs in each region. Microfilm copies of about three-fourths of these reports are available to the regions free, if desired. The others can be purchased from the Library of Congress or the Office of Technical Services, Department of Commerce.

Also on microfilm is the *New York Times* from 1946 to date and the *Congressional Record*, the index to Daily Issues and Index pages from 83rd Congress, 2nd Session, Vol. 100 through the 86th Congress, 1st session, Vol. 105. In nearly all cases, the microfilm is to fill gaps. A much more complete collection of the titles, including the current subscriptions, in regular publication formats is also available. A Microcard Reader is available for use in the Library. And now there is a Microcard Copier, so that copies can be made from the reduced Microcards and blown up to regular size.

The Information Retrieval Section has recently added a Recordak Lodestar Reader-Printer with the image counting device to its information system—most useful for handling the Systems Re-

search and Development Service technical reports which are now being microfilmed for the Library. Also being microfilmed now and during this year are 252 SRDS Technical reports of about 20,000 pages, 220 Air Navigation Development Board reports of about 18,000 pages, 36 Civil Aeronautics Bulletins of about 7400 pages, 12 CAA Technical Manuals and Aviation Facilities Services manual of operations of about 9700 pages, 262 new technical reports to be received in Fiscal Year 1963 of about 24,000 pages, and about 2500 pages of medical research reports.

Material can be located very quickly on this reader. And material can be read very easily, and copies can be made of any page in 25 seconds by merely pressing a button.

A special subject search room was established with subject bibliographies, publication lists, directories and glossaries. Included in this room are the index cards to recently acquired technical reports as well as about 17,000 NASA catalog cards. A historical collection of SRDS technical reports has been organized and arranged chronologically in filing cabinets for safe keeping.

The Information Retrieval Section now provides copies of reports on loan or for retention. The requestor should identify either author, title, corporate source, or serial number. Classified reports will be provided to eligible personnel. Searches for available material will be made within a given subject area. Requestor should specify whether he wants a list of available reports (bibliography) or actual copies of documents. They can also furnish current information on topics of interest or reference to other information sources if they cannot satisfy requestor. NAFEC personnel, of course, will submit their requests to their own Librarian, while Regions should submit their requests through their Library (when established) or through their Administrative Services Division.

TO GIVE YOU an idea of the type of requests this Section is now servicing, here are a half-dozen actual samples from August 1962:

1. Obtained reports on aircraft windshield rain repellents for FS-429.
2. Obtained information for NAFEC concerning availability of FAA statistics on average percentage of landing ap-

proaches which are missed either in the U. S. for a year or at any one airport in the U. S. for a year.

3. Conducted a subject search on civilian airport operations with emphasis on management, legal relationships and community relationships for AS-66.

4. Obtained for NAFEC information concerning project SHAPE from Operations Branch of Air Force Office of Scientific Research.

5. Located and obtained copy of NAFEC Letter Report, Investigation of Doppler Radio Direction Finder DFG-4A, for IM-164c.

6. Identified and obtained report on transmission lines and fittings for RD-4054.

Another important service area is the Technical Publications Section. This section carries Air Force technical orders, manuals, pamphlets; Department of Defense nomenclature cards and specifications and standards; military handbooks; FAA Academy school manuals (for reference only); and factory test specifications and test data for air surveillance radar installation (reference only). A reference collection is kept current but considerable requisitioning and issuing for retention purposes is accomplished—for example, the library is presently on the distribution for over 2000 technical orders. The FAA is starting to take over the job of checking the Air Force navigation aids. This creates increased requirements for technical orders. Demand for military specifications is now booming.

Not overlooked is the expansion of the services of the Reference and Circulation Section of the Library. A major effort has been made, and is still being made, to improve the basic book collection in all the facets of interest to Agency specialists. As a result, the circulation has boomed to about five times what it was two years ago and interlibrary loans to the regional offices have become a major service. These are mostly based upon the new books announced in the monthly *Library Acquisitions And Services* lists, which are compiled by the Cataloging and Classification Section.

The *Library Acquisition and Services* lists—not only the new books, Congressional documents, FAA publications, and reference volumes — special materials and information.

Recommendations for new materials to be added to the Library's collection

are always solicited to better serve the Agency.

About nine or 10 months ago, a Special Bibliographer and Reference Librarian was added to the library staff to supply top management groups with information they need to work effectively. Many selected bibliographies were prepared.

To put the library service on a firm basis, the Deputy Administrator for Administration has issued Agency Practices on FAA Library Service Policy, October 27, 1961; Film Libraries, December 6, 1961 and earlier, on June 1, 1961, Procurement and Accountability of Books and Periodicals. These are now being fitted into the new Handbook and Order Series issued by the Agency.



OPERATOR checks cartridge containing hundreds of microfilm shots which are located by pushing button combination on right and correct image appears on screen; push another button and a copy comes out the top in 25 seconds.

FAAers Presented Top ATCA Awards

Walter S. McConnell, an air traffic controller at the Boston ARTCC, was named "Controller of the Year" by the Air Traffic Control Association. The award was presented at the ATCA's annual awards banquet at Las Vegas, Nev., October 3. Selected as "Facility of the Year" was the Seattle, Washington, ARTCC.

Sponsor of these top wards is the Air Transport Association of America, representing the scheduled U. S. airlines. Awards are offered "in recognition of the air traffic controllers' vital role in the daily safety and efficiency of civil and military flight operations."

The outstanding control performance which won for McConnell the coveted "Controller of the Year" Award involved emergency assistance to two turbojet aircraft. The first, an Air Force B-47 on a routine training mission over the Eastern U. S., had lost radio transmission capability. It could still receive. Control and advisory responsibility was assigned to McConnell by the Watch Supervisor at the Boston Center. McConnell detected the aircraft on his radar scope, and made a positive identification through selective use of the aircraft's secondary radar beacon—an airborne device which allows pilots to present several distinct signals on the controller's ground radar scope. In the absence of two-way communications, McConnell instructed the B-47 pilot to answer "yes" or "no" to his questions by turning the transponder on and off.

Anticipating the flight and landing needs of the pilot, he phrased questions to be answered by "yes" or "no", and brought to bear his outstanding knowledge of flight requirements. He assigned the pilot a race-track pattern of clear airspace to burn off fuel before landing, issued landing approach clearance and instructions, guided the aircraft to within eight miles of the selected landing field, then handed the flight off to military controllers.

In an earlier emergency situation, which involved engine trouble in a commercial airliner flying from Albany to Boston, controller McConnell conducted himself in a calm and deliberate manner to aid the pilot and get the airliner and its passengers safely down at Boston. He was praised by both the airliner and B-47 crew for his professional conduct.

The "Facility of the Year" award presented to the Seattle ARTCC cited exceptional ability of center personnel to use their radar equipment, plan in advance for the many specialized military missions which they assist, and coordinate with other facilities. Located in the heart of crucial national defense airfields, they won the admiration of concerned commands for their handling of defense missions, and were commended by adja-

Three individual controllers and a controller group, selected to receive certificates of meritorious recognition, included:

Norman Ellis, Kansas City ARTCC, for emergency navigation assistance to a flight of F-84s, which were unable to find McConnell Air Force Base.

Lysle Seelig, Love Tower (Dallas, Tex.), for assisting a private aircraft with a damaged landing gear to a safe landing.

Hardine Winger, Minneapolis ARTCC, for locating and assisting to land a private aircraft low on fuel and plagued by fog.

Roniva D. Brown, Albert J. Veverka, John C. McDonald—all of a Chicago Tower, and Salvatore P. Serio and Robert B. Joyce — of O'Hare Tower (Chicago), for expediting and coordinating the landing at O'Hare of a commercial airliner with a critically ill passenger on board.

cent Federal Aviation Facilities for their professional competence and initiative.

The ATCA Scroll Award for runner-up "controller of the year" was presented to Robert K. Piperata, controller at the Atlantic City Tower, for his exemplary assistance to a private aircraft lost over the Atlantic Ocean last January. Using his equipment, he directed an Air Force aircraft to a rendezvous for a radar assisted letdown.

Runner-up Scroll for the "facility of the year" went to the Atlanta Tower. Personnel there pioneered a new radar sequencing concept for approach and departures at airports, which has now been incorporated in the FAA Manual of Air Traffic Procedures.

A bronze medallion award for technical writing went to Duane W. Freer, an O'Hare tower controller. Second and third place went to Richard M. McCarthy, Bradley Tower controller at Windsor Locks, Conn., and M. V. Fox, Chief at the Fort Worth ARTCC.

These ATC facilities received certificates of meritorious recognition.

Berlin ARTCC, operated by the 1946th Communications Squadron, Air Force Communications service, for furnishing enroute control in the three air corridors over East Germany from West Germany to Berlin.

Boston ARTCC, for outstanding efficiency in the control of SAC military missions.

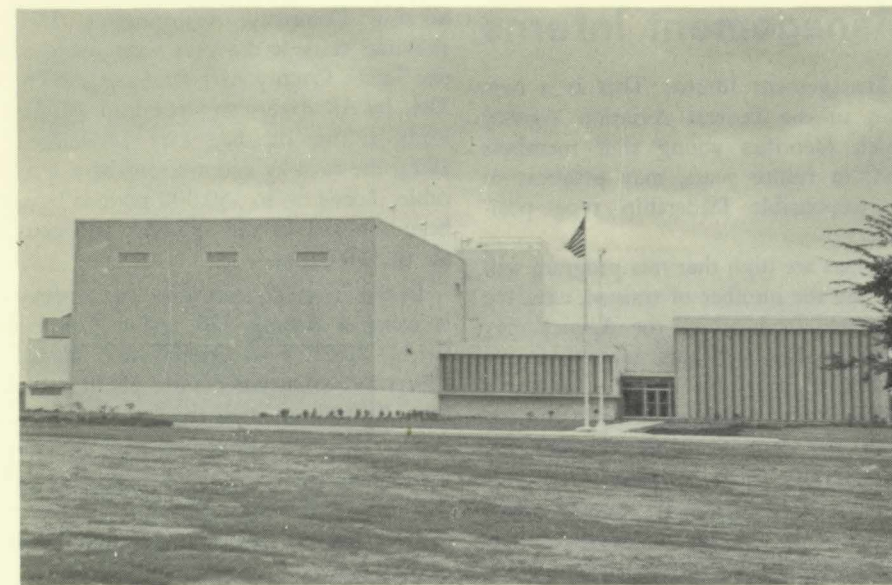
Fort Worth ARTCC, for a highly efficient operation and outstanding administration record, training, personnel and public relations program.

Lemoore (California) Radar ATCC, for widely praised professional competence in handling radar approach control at the Navy's jet airfield.

Memphis ARTCC, for sustained outstanding efficiency, particularly with respect to military flights.

Rockford (Illinois) Tower, for demonstrating outstanding ability to cope with unusual traffic overload involving a high percentage of no-radio aircraft at annual International Fly-In and Business Meeting of the Experimental Aircraft Association.

Wichita Radar Approach Control Tower, for efficient control of mixed traffic, involving civil transports, Cessna and Beechcraft factory test flights and aircraft from McConnell AFB.



ARTC Center is typical of 20 new centers being built within continental U.S.

New Family Member

The Chicago ARTCC building, scheduled for commissioning December 1, 1962, contains 57,000 square feet of floor space. It is designed for future expansion if needed.

Fireproof, air-conditioned, and with built-in radiological fallout protection, the building, including the equipment, represents a multi-million dollar long-term investment to further improve and make safer the air traffic control function of the FAA.

The building provides for ARTCC activities only. But it can be enlarged without affecting operations.

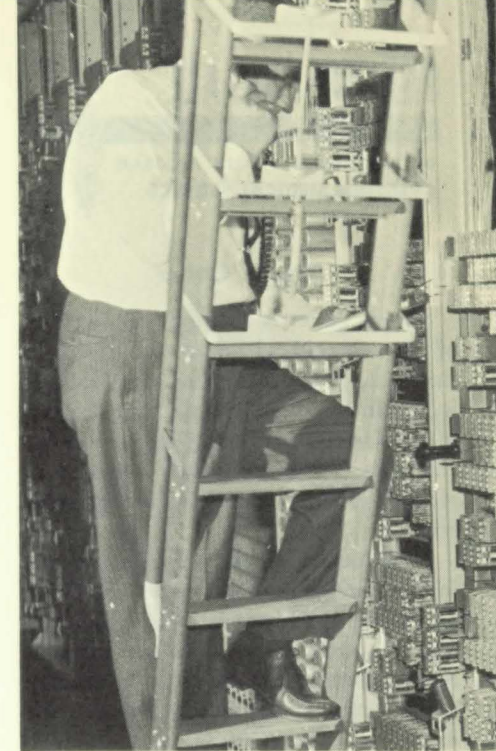
The control room, heart of the center, has sound absorbing characteristics, and a high ceiling to allow an undisturbed view of large vertical displays from any part of the room. It has a

visitors' balcony where guests may observe but not interfere with operations on the control room floor.

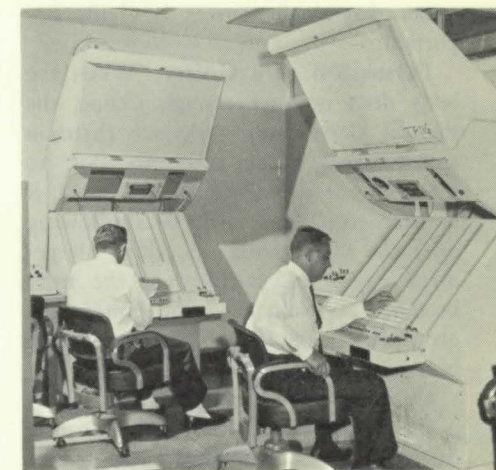
The center equipment complement includes microwave links, air/ground radio communications, long-range radar equipment, provisions for electronic computers, radar bright displays, beacon decoding equipment, new type consoles for the controllers, and the "type 300" telephone system. A 550KW automatic starting standby generator insures continued operations.

The area of air traffic control provided by the Chicago Center includes portions of Indiana, Illinois, Iowa, Wisconsin, Michigan and Ohio.

It is one of 20 split-level "homes" being built as ARTC Centers within the continental United States.



TELEPHONE lines being checked terminate in this room which is equivalent to a large telephone exchange.

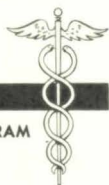


SPACIOUS control room is the heart of the center. Above: two controllers work out in the training room on strip posting.



HEALTH FOR ALL

ENVIRONMENTAL HEALTH PROGRAM
AVIATION MEDICAL SERVICE



Simple Goiter

Simple goiter is a disfiguring swelling of the thyroid gland at the front of the neck. It is usually caused by lack of iodine in the diet. The number of cases in the United States and in many other countries has been greatly reduced in recent years by adding iodine to table salt.

Low-Iodine Areas. People who live in the Rocky Mountain States, the Great Lakes Basin, the upper Mississippi Valley, or other sections where there is little natural iodine are liable to develop goiter unless they add iodine to their diet.

Everyone in a low-iodine area should use iodized salt. The amount of iodine the body needs is small—ordinary rations of iodized salt are usually ample—but that small amount is vitally important.

Formation of a Goiter. When the body does not get enough iodine, the thyroid gland cannot produce thyroxin and enlarges in an apparent effort to make up the deficiency. When small, it is often seen most easily by swallowing with the chin raised. As this enlargement continues, swelling of the neck becomes noticable, and the goiter may grow large enough to interfere with breathing or swallowing.

Other Causes. Though lack of iodine is usually the cause, sometimes improper functioning of the thyroid gland or certain inflammations may result in a goiter. Also, it is often difficult to distinguish a goiter from cancer of the thyroid.

Modes of Treatment. If goiters are treated early in life, it is often possible to make them shrink or even disappear through the use of certain thyroid containing medicines. In older people, particularly those who have had goiters for many years, medicines are not very effective, and removal by surgery may be the wisest course.

Whenever an enlargement in the neck appears, and no matter how small, it should be examined by a doctor. Untreated goiters can be dangerous.

Management Interns

Management Intern: This is a new term in the Federal Aviation Agency which identifies young staff members who, in future years, may progress to fill responsible leadership type positions.

Hopes are high that this program will increase the number of trained, effective personnel from which the Agency may select its key staff and executive personnel.

The interns are selected from the top seven per cent available through the Civil Service Merit Systems. They participate in an 18-month Agency training program designed to broaden their background and develop their professional skills. Each is assigned to a home Office or Service with an advisor and follows a training plan.

The plan includes rotational assignments, directed readings, field experience, supervisory practice, and group seminars featuring top officials within and without the federal government.

Typical of intern training assignments are the development of a simplified but effective and economical procedure for budget and program administration in OPT; the preparation of a concise restatement of a report entitled, "Economic Criteria for Federal Aviation Agency Expenditures;" and the development of a revision to the SRDS Program Management Procedures Handbook. Permanent assignments have included Special Assistant to the Deputy Administrator for Development, Budget Analyst in the Office of the Budget, and Management Analyst in the Systems Research and Development Service.

The Management Intern Program brings a new and vital force to this Agency and meets a long standing need for planned introduction of talented men and women into the career system.

Arresting Gear Tested

Arresting gear tests with aircraft got underway at NAFEC October 8. The tests will continue through November 15 in an Agency program to determine feasibility of runway equipment to arrest large transport aircraft, specially jets, at takeoff and landing speeds.

Equipment under tests is a water-squeezer arresting gear produced under FAA contract by the All American Engi-

neering Company, Wilmington, Del. Previous tests of the gear were made at the Sussex County Airport, Georgetown, Del., by All American with dead weight loads riding on flat cars accelerated along the runway and arrested by a gear cable. Loads up to 350,000 pounds have been arrested in this manner at speeds up to 130 knots.

In the "live" aircraft tests, the Agency is using a Boeing 720 and a Convair C-131 fitted with special tail hooks. Thirty-five engagements are planned for the 720, and ten with the C-131.

The tests are the first using aircraft to evaluate the entire arresting gear, although in 1960 and 1961 aircraft were used to test tail hook engagement with runway cables.

General Counsel Changes

Reorganization of the Office of the General Counsel was approved by Administrator Halaby effective August 1, 1962. The new organization comprises five divisions headed by Associate General Counsels and a Director of Legislation.

The former organization consisted of three divisions, headed by Associate General Counsels, and a Director of Codification.

Wranglers to the Rescue

On August 30, 1962, a Flight Inspection crew, headed by Clyde H. (Hoot) Slyman temporarily turned pony wranglers during an itinerary at Stevens Point, Wis.

During preparation for take-off they found that a herd of approximately 30 Shetland ponies had gotten loose on the airport and were roaming the runways, effectively precluding use of the airport for anything other than a horse show. In order to expedite take-off, the flight crew enlisted aid from maintenance personnel, including their truck, to secure and confine the ponies. The round-up was accomplished successfully and the stock was returned to the pasture of their highly-concerned and grateful owners who were high in their praise of the versatility of Federal employees. The "wranglers" returned to the DC-3 and flight inspection activities.