

FLY-BY

IN THIS ISSUE:

Early Aircraft

SM Conference

FEBRUARY 1963



OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

Student Trainee Examinations Reopen

The Federal Government's student trainee examinations, gateway to work-study training opportunities in 16 occupations mainly in science and engineering fields, has been reopened by the Civil Service Commission. The first of six test dates took place on January 26 for those who applied by January 10.

In addition to the January 26 test, other tests will be held on March 30, April 27, July 20, August 3, and November 30 for those who apply after January 10.

The student trainee program aims to recruit college students and well-qualified high school seniors for training opportunities to be offered by Federal agencies throughout the country. Most of the opportunities are in physical sciences, engineering, and agricultural sciences.

Competition for the student-trainee jobs has been very keen—in harmony with Government's stepped up "quest for quality." Of the 16,000 who passed the 1961 examination, only 2,000 were selected for the program.

Although work-study programs vary among agencies, there are three basic ways to participate: students may attend school full time during the regular academic year and work during the school vacation; may alternate periods of school attendance and employment; or may be employed part time while attending school.

The program enables students to work in their fields under the guidance of experienced and capable professional employees. It also gives trainees an opportunity to observe and participate in an agency's work and decide whether they later would like to join it for a career. At the same time, the agencies have an opportunity to appraise the student's potential for a career with the organization. Programs for trainees are

offered mainly at Federal research laboratories from coast to coast.

The written examination is required for all grades and occupational options under the program.

Students must apply for employment in the specialized field consistent with their college or high school studies. Applicants interested in vacation work programs this summer should apply for the examination by March 14. However, earlier application may assure greatest consideration for jobs this summer.

Student trainees are paid salaries at the rate of from \$3,560 to \$4,110 a year, according to the level of their scholastic training. They are paid only during periods of actual employment. After graduation, trainees may be appointed to full-time professional, technical, and other positions at grade GS-5 (\$4,565 a year). However, those with outstanding academic records or those with at least a year's experience under the program may receive GS-7 (\$5,540).

Additional information and the application card, Form 5000-AB, are available from college placement offices, post offices, boards of civil service examiners at many Federal installations, civil-service regional offices or the U. S. Civil Service Commission, Washington 25, D. C.

Runway Jet Brooms Debut at WNA

Four new airport sweepers are helping Washington National Airport maintain safe operations in bad weather.

The Agency awarded a \$54,276 contract for the new equipment to Sicard Industries, Inc., of Watertown, N. Y., the same firm which already has delivered six identical sweepers to Dulles International Airport.

Technically called runway jet brooms, the sweepers will clear runways, taxiways, and other paved areas of snow, slush, water, sand, and debris. The brooms, powered by 180 HP V-8 gasoline engines, are towed by small trucks.

FAA/Interior Finance Airport

A new public airport near Grand Canyon National Park, tentatively scheduled for completion this year, will be financed jointly by the FAA and the Department of the Interior.

Under an agreement signed by Administrator Halaby and Secretary of the Interior Stewart L. Udall, the Agency and the Interior Department will cooperate with the Arizona Department of Aeronautics during the planning and construction of the airport.

The FAA has allocated \$875,572 in Federal Aid-Airport funds for the project; the other \$880,000 has been programmed by the Department of the Interior.

The Arizona Department of Aeronautics will supervise the physical construction and when the project is completed will operate it. The airport will service general aviation aircraft and local airlines which provide transportation for visitors to the southern rim of Grand Canyon and National Park Service personnel.

The new airport will be located 70 miles northwest of Flagstaff, on a 1,093 acre tract in the Kaibab National Forest, near Tusayan, Coconino County. This site is two miles south of the boundary of Grand Canyon National Park and about a half mile west of U. S. Highway 64.

It will have a single paved, lighted runway, 6800 feet long and 150 feet wide, with taxiways and an apron.



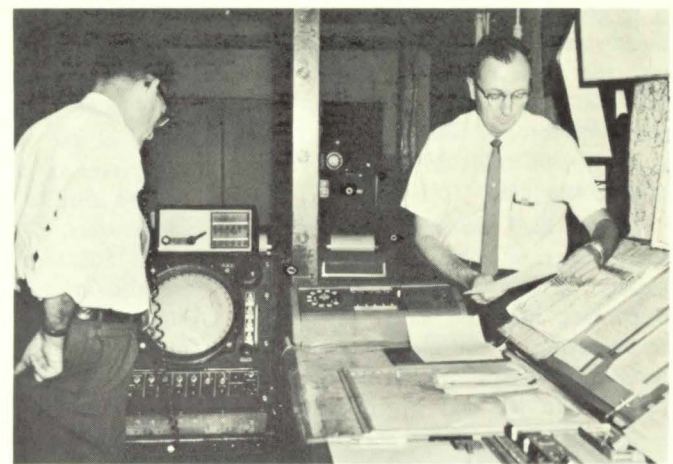
COVER—Latest in rescue and fire-fighting equipment. Walters airport fire truck shoots stream of foam in test at Dulles International Airport. Two trucks are at Dulles; another was recently delivered to Washington National.

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

IN THIS column last month, there was an item from Lloyd F. Cook who asked if it were possible to compile a list of Call Letters and names and addresses of all FAA personnel who are radio amateurs. He further asked of those who would be interested to write and furnish FLY-BY with this information. So far, two replies have come in. Raymond L. Lasonde, WILEA, 1771 North Ave., Stratford, Conn., wrote, "I was very pleased to read the suggestion in the January issue of FLY-BY by Lloyd F. Cook, W2VUY. I think it is a very good idea. I am a controller in the Bridgeport, Conn. Tower and have been a Radio Amateur for 25 years, and have 19 years service with FAA. I have talked with the FAA Academy on amateur radio and other FAA personnel in various locations. I hope you adopt the suggestion and the directory becomes a reality." K. P. MacDowell, FS-305, wrote, "I am interested in an item appearing on Page 3 of the January 1963 issue of FLY-BY under the 'Who's Who' heading. It pertains to a suggestion sent in by Mr. Lloyd F. Cook who works here in IM-156. Being an active radio amateur myself, the idea of compiling a directory of FAA Hams carries a great deal of appeal. While I am acquainted with many of the Agency's amateur radio operators, there are probably many more of whom I have no knowledge. I hope FLY-BY will support Mr. Cook in this matter and publish such a directory when it has been compiled." To set the record straight, we said that we were open to comments. Mr. Cook said that he "would be more than willing to compile a directory". . . . WILLIAM H. Cooper has joined the Agency as fire protection specialist in the Bureau of National Capital Airports, Operations and Safety Division. He will supervise the aircraft rescue and fire departments at both Washington National Airport and Dulles International Airport . . . WHILE on the subject of WNA and DIA, James P. Dillon and H. W. Hendess have joined the Agency. Dillon has been named superintendent of police in the Bureau of National Capitol Airports and will supervise the police departments at both airports. Hendess has been named training instructor for the Bureau and will supervise training and formulate training manuals on operations and safety matters . . . TWO TECHNICIANS at SMS 39, Lynchburg, Va., became proud fathers on the same day. On December 18 at 7 a.m. Barbara Lynn, weighing 6 pounds 7 ounces, was born to Mr. and Mrs. Richard W. Glatt and at 5 p.m. Carol Frances, weighing 9 pounds, 10 ounces, was born to Mr. and Mrs. Alton A. Hipps . . . THE FAA station personnel at Bethel, Alaska, are entering wholeheartedly in the town's civic activities. Many of the wives of station personnel belong to the Bethel Women's Club and serve or are employed at the Public Health Service hospital. The Lions Club, Chamber of Commerce and School Board plus the City Council all have FAA membership and receive the civic support needed for these organizations. As a result, a very good relationship with the town's people has developed . . . NO HOOKS or slices for Tom Whren, MS-162, whose newest golf trophy is from the Arlington Divot Club. He won a flight championship.



BOEING 720 jetliner racing down runway at 130 knots during test is halted in less than one fourth the normal stopping distance by pilot lowering tail hook as he nears a steel cable placed across the runway. Hook engages cable attached to loose fitting pistons in water filled tubes buried alongside runway and halts the plane early.



PILOTS in the Washington and Kansas City areas can switch to 122.6 and get up-to-the minute weather information in a test being carried out by the FAA and the U. S. Weather Bureau. USWB meteorologists at WNA are shown providing this special service to an airliner flying at 30,000 feet.



EIGHT-place, Swiss-built Pilatus Turboporter, first single-engine turboprop aircraft to win an FAA type certificate. Easy to handle, its short takeoff and landing characteristics make it exceptionally useful for bush operations in Alaska.

FLY-BY

Editor
Thomas J. Wholey

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Intensive Cleaning Campaign Moves Operation Cleanout Into High Gear

The Agency headquarters has embarked on an intensive eight-week campaign to clean out its files of inactive and unnecessary material. The campaign, known as "Operation Cleanout," was officially started on December 6 by the Administrator at a special staff meeting with his office and service heads.

CLEANOUT is being conducted under the general direction and guidance of the Office of Management Services, Management Analysis Division, by records officers in the various offices and services.

A goal disposing of 35% of combined record and nonrecord materials reported to be held in files as of June 30, 1962, has been established for each office and service. This represents a total goal of 9,000 cubic feet of inactive and unnecessary files.

Before filed materials are removed for destruction or transfer to less costly storage space, several time-consuming steps must be taken. These involve the inventorying of the filed materials; determining which are record or non-record materials and which are active,

inactive, or necessary; and matching the record materials against existing records disposal schedules for destruction or for transfer to the Federal Records Center.

As of December 31, 1962, 30% of the total goal, or 2,769 cubic feet, of materials have already been removed from filing equipments and destroyed or transferred. Also, 130 pieces of filing equipments have been returned to Agency stocks as surplus items. It is anticipated that when the last reports are submitted, many offices and services will have exceeded the established goals.

The Southwest Region recently completed a similar successful cleanout campaign in its headquarters offices. 1,422 cubic feet of filed materials were destroyed or transferred; this represents 26.9% of the records held. One hundred pieces of filing equipments were declared surplus to the needs of the headquarters.

The Southern Region headquarters was also engaged in a cleanout campaign prior to moving into its new headquarters building on January 19. A sizeable amount of materials was cleaned out.



OPERATION Cleanout pre-occupies Sally States, Procurement Service Branch, IM-290, immersed in 125 cubic feet of records for transfer to local Records Center.

Junior GI Bill Offers Opportunities

Approximately 160,000 children of veterans who died in, or as a result of, service in the Armed Forces are offered worthwhile educational opportunities under the Junior GI Bill (Title 38, U. S. Code, Chapter 35).

Provisions of the bill are as follows:

(1) Students whose parents died from disease or injury incurred or aggravated in the Armed Forces during Spanish-American War, WWI, WWII, or the Korean Conflict.

(2) As of September 14, 1960 benefits were extended to children of veterans who died from disability incurred under conditions of extra-hazardous service or as a direct result of the performance of duty during the following periods:

- September 16, 1940 through December 6, 1941;
- January 1, 1947 through June 26, 1950; and
- While selective service is in operation from the end of the Korean service (January 1, 1955).

Assistance is available to eligible students, during the period which begins on the date of their 18th birthday or successful completion of high school, whichever occurs first, and ends on the date of their 23rd birthday.

The period will be extended where (1) a student's individual deadline falls in the middle of a term, in which case he would be permitted to complete the semester or term; (2) persons who enter military service before age 23.

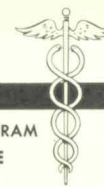
A maximum of 36 months of training and education may be obtained in approved colleges (public and private), vocational and business schools, and other educational institutions; payments of \$110 per month paid upon completion of each month of full-time training, \$80 for three-fourths time, and \$50 for one-half time.

Special restorative training or retraining to restore or improve an individual's ability is provided from age 14 with respect to physical or mental functions in which a student is handicapped.

Application must be filed by a parent or guardian with the Veterans Administration.

HEALTH FOR ALL

ENVIRONMENTAL HEALTH PROGRAM
AVIATION MEDICAL SERVICE



Infectious hepatitis is one of the most common infectious diseases. It may be spread from person to person by direct contact and it may also be transmitted through contaminated food and drinking water.

Anyone can get infectious hepatitis; once he has had it, however, he probably will not get it again. It is seldom fatal—the death rate rarely exceeds one half of 1 percent. Autumn and winter are the times when epidemics are most frequent.

Symptoms. Symptoms of infectious hepatitis may appear any time from 2 to 6 weeks after the patient has been exposed to the disease. Loss of appetite, fatigue, a feeling of weariness, nausea (with or without vomiting), pain or a feeling of heaviness in the abdomen, and headache are common symptoms. Fever is a common early symptom but subsides after a few days. The liver becomes enlarged and is tender. Symptoms in children may be not at all typical or almost non-existent.

A yellow tinge—usually first noticeable in the white part of the eyes, but also giving a yellow cast to the skin—is the most characteristic feature of the disease.

A physician should be seen at the first sign of illness and his instructions should be followed carefully throughout convalescence—which is often long—to prevent a relapse. The treatment for infectious hepatitis usually recommended by physicians is rest in bed and an adequate diet.

First, personal hygiene. Keep dirty objects out of mouths and wash hands thoroughly with soap and water after going to the toilet.

Second, isolation procedures. During the acute illness the hepatitis patient should be isolated from persons not protected with gamma globulin.

Third, community sanitation. Every home should be connected to a sewer system or a properly built septic tank that is in good operating condition.

Fourth, gamma globulin. Gamma globulin provides temporary protection and is the disease-fighting part of human blood which contains antibodies.

Rule Making Procedures

The Federal Aviation Agency has taken a further step to widen public participation in its rule making procedures, as recommended in Project Tightrope.

This policy, Agency Order OA 2100.2, provides for adding to the docket summaries of informal consultations and meetings between FAA and industry representatives whenever information pertinent to the rule in question is received. As a result, opinions and suggestions not submitted in writing, but which might conceivably have a bearing on the proposed rule, will become part of the permanent record.

In FAA's judgment, such informed verbal comment constitutes a highly

important resource and should be evaluated in the final formulation of the rule.

While it is expected that most reports will be made after the notice of rule making has been issued, comments received or given prior to publication will also be noted and held for filing in the event the points discussed are not adequately reflected in the preamble.

FAA has always encouraged personnel involved with rule making to initiate and be receptive to an exchange of views with interested members of the public. The new policy expands the opportunity for such exchange and puts it on a more knowledgeable basis.

Editorial

Foreign aid is everybody's business. Why not make a "Federal Case" of it?

To aid the people of needy or newly emerging countries in their democratic growth is a task that our national interest compels us to face cheerfully and efficiently. In the Alliance for Progress, Food for Peace and other massive aid programs, our Government has forged most effective weapons for the continuous dispute between our own way of life and the foreign ideologies that oppose it.

But ultimately, it is the heart of the American people which sustains this war against hunger, fear and poverty throughout the world. Every citizen has a personal stake in that war. That makes foreign aid truly a "Federal Case," a case which concerns each and every one of us.

The Federal Service Joint Crusade is a means to back our Government's foreign aid policy with our own individual efforts. The three agencies participating in the FSJC drive—Radio Free Europe, the American-Korean Foundation and CARE—have for years given expression to our genuine concern, as individuals, for the needy and oppressed of the world, and to our friendship and our willingness to help.

Some eighty million people behind the Iron Curtain depend on RFE's words of truth to kindle a

A Federal Case

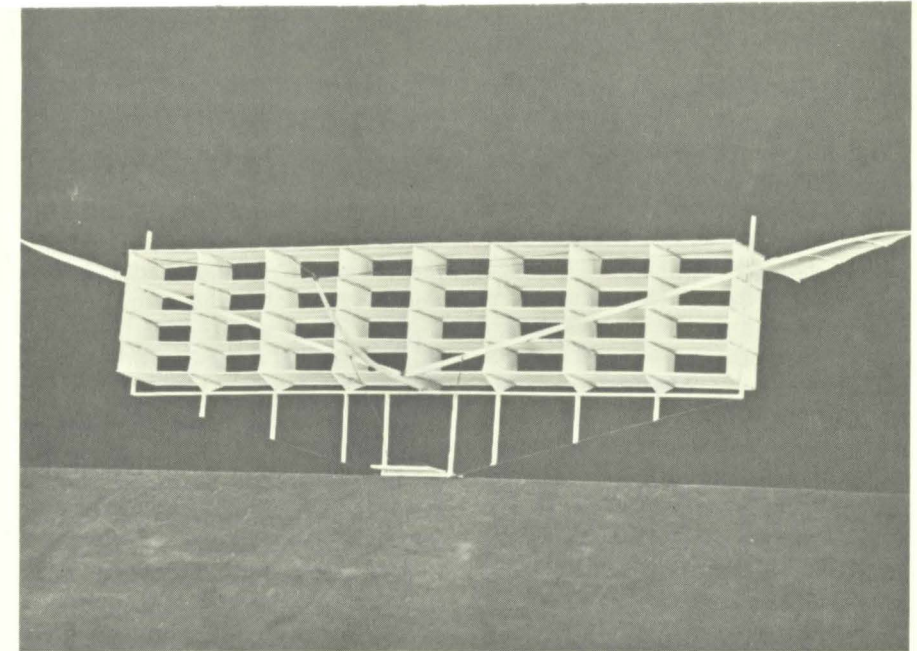
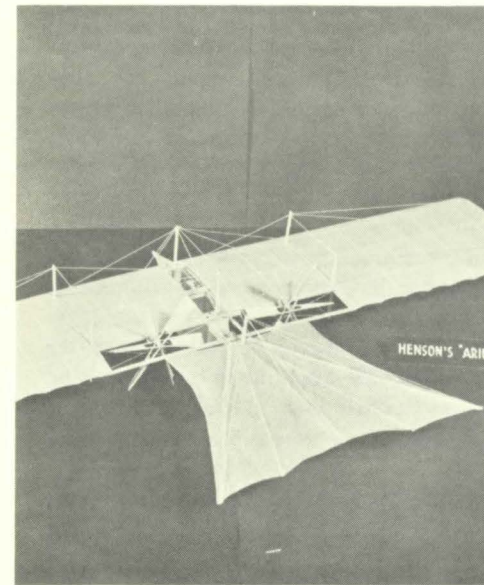
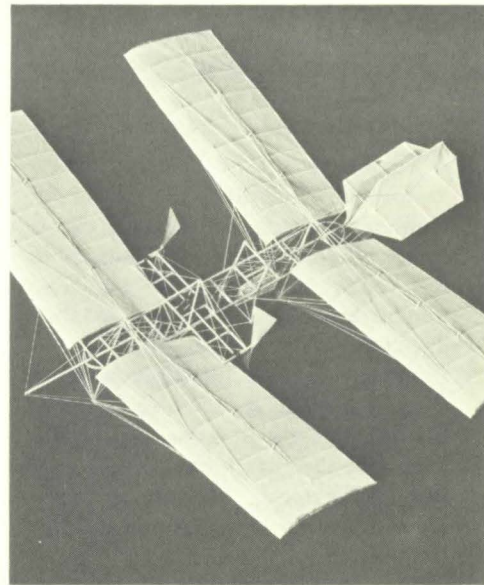
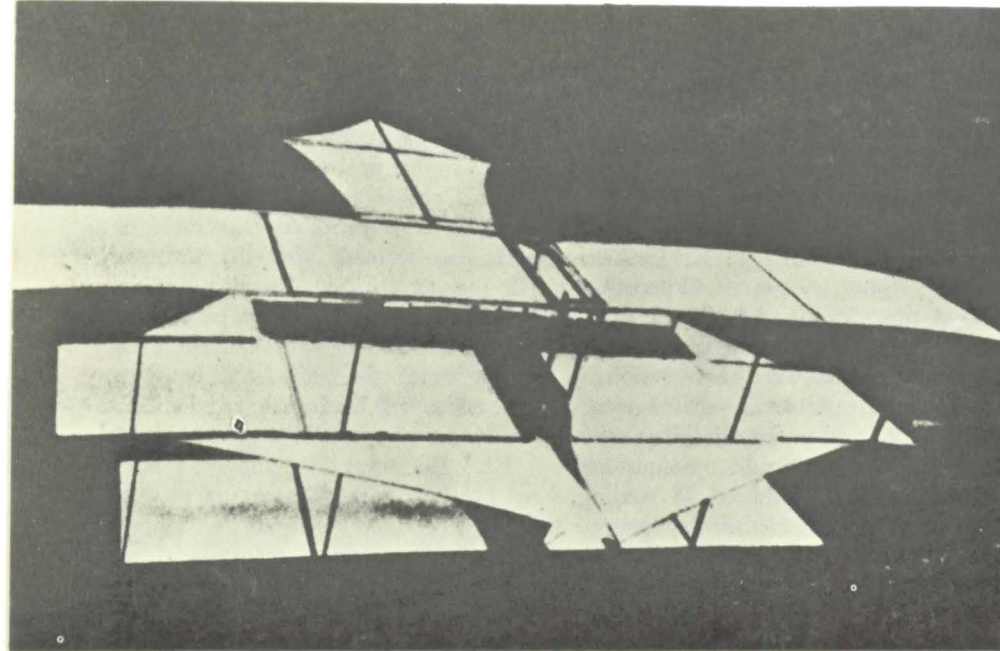
spark of truth in their despair. In Korea empty hands are still reaching for the tools with which to rebuild a war-ravished country. Throughout the world, a filled rice bowl has become a symbol for millions of children, needy families and refugees that someone in the United States cares for them.

In thus augmenting governmental foreign aid with person-to-person and people-to-people assistance, the three agencies have in their turn engendered a great fund of friendship and understanding for us as a nation. But the job is not yet done.

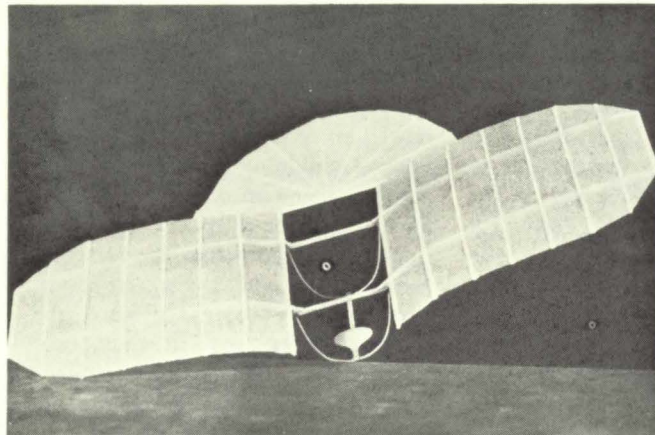
RFE, AFK, and CARE are non-profit and private in character. To accomplish their tasks, they have to depend on public support. By making a FSJC contribution to any or all three of them, you take a personal hand in foreign aid.

As in former years, the 1963 FSJC drive will be conducted during a six-week period among all military installations and Federal personnel some time from January 1 through April 30. Contributors are permitted to designate how their contributions are to be divided among the three participating agencies, RFE, AKF, and CARE.

Let's back the national policy with the combined personal effort of all of us! Let's make the 1963 FSJC campaign the greatest "Federal Case" yet!



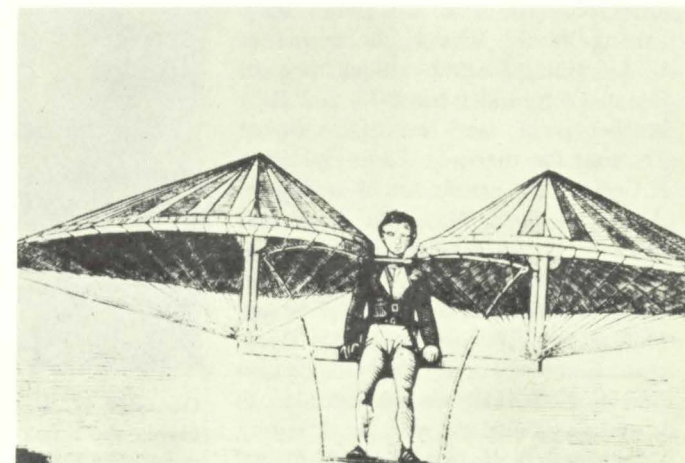
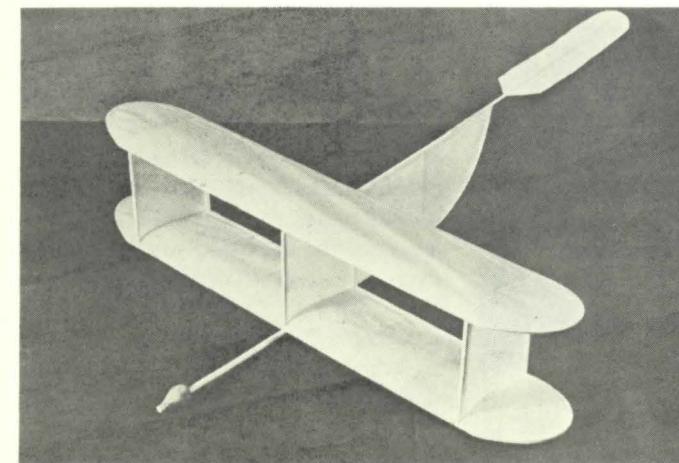
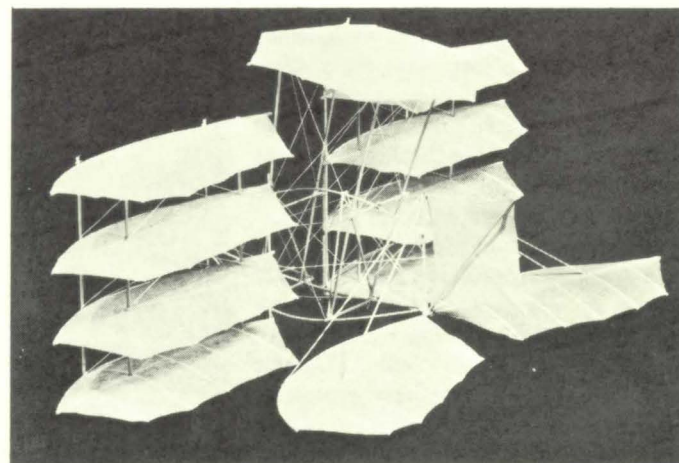
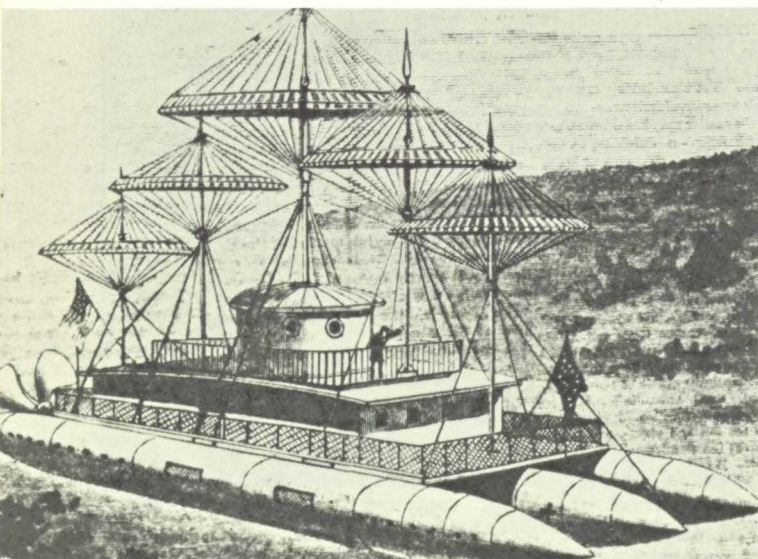
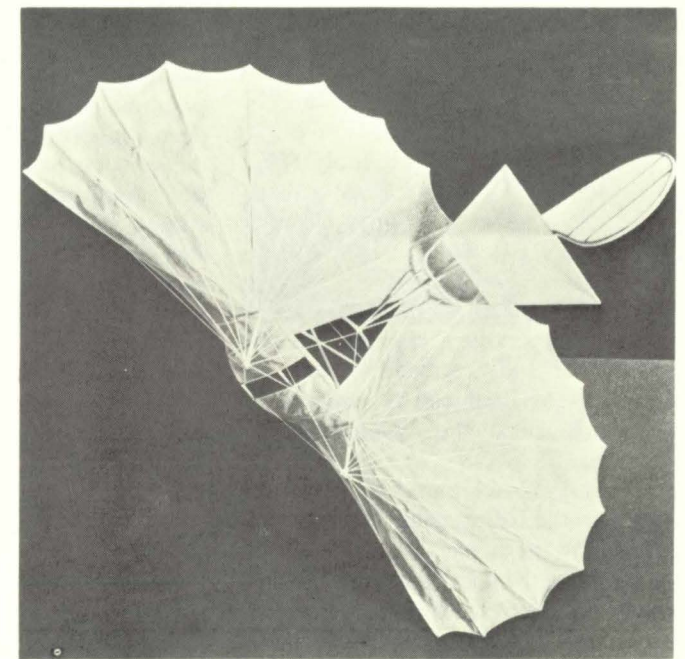
EARLY AVIATION



FROM TIME IMMEMORIAL, since man first looked up at the sky and watched birds soar, he has tried to build something that would carry him aloft so that he, too, could fly. Here, from lower left and reading clockwise, are some of the early results.

(1) an artist's conception of an airplane; (2) this 1884 Montgomery glider, the work of a West Coast experimenter, was hoisted into the air with hot air balloons and launched for the glide down by being cut loose; (3) John Stringfellow's steam airplane. He first flew an airplane under its own power at Chard, England in 1848. In 1886 he built a triplane, but it never flew; (4) Built in 1903, the Langley Aerodrome flew, but not until 1914. It was designed by Samuel Pierpont Langley of the Smithsonian Institution and failed in 1903 because it was aerodynamically wrong. After he died, G. H. Curtiss redesigned the under carriage and took it up; (5) in 1842, an Englishman, Henson, patented the "Ariel" for a flight from Britain to India. It never got beyond the model stage. The "Ariel" had tricycle

landing gear, king-post bracing and a cambered wing; (6) this 1866 Wenham multiplane is one of the later designs by an English scientist who was the first to patent and attempt flight in a multiple aircraft. Wenham's idea was to propel and control his plane with the hand operated oars' whose blades extended beyond the wing structure; (7) this successful man-carrying glider was built by Lilienthal in 1891. He constructed a series in which he made more than two thousand flights of short duration; (8) an artist's conception of man soaring above the roof tops; (9) this 1895 Lilienthal model never reached the man-carrying stage. It had vertical panels, straight leading edge, and a radically different wing outline; (10) the Chanute multiplane of 1895 was one of the early gliders that led the way to powered flight. Octave Chanute, gliding pioneer, practiced on the hills of California and the sand dunes of Lake Michigan. He was a distinguished engineer, and was the first scientific student of flight to recognize that the Wrights had solved the problem. In flight, Chanute dangled from the rigging.



Arthur C. Lybarger Dies in Minnesota

Arthur C. Lybarger, Chief of the Operations Branch, Air Traffic Division, Central Region, a 25-year CAA/FAA veteran who saw active military service in World War II and during the Berlin airlift, died on December 19, at St. Mary's Hospital in Rochester, Minn., aged 58. Mr. Lybarger had survived serious heart surgery at the Mayo Clinic in October but had remained in critical condition.

Mr. Lybarger was born in Van Wert, Ohio, and was educated in the local schools. In 1927, after completing primary and secondary Army flight training, he graduated from Kelly Field, San Antonio, Texas, with the rank of Second Lieutenant. He served with the First Pursuit Group at Selfridge Field, Mt. Clemens, Mich., until 1929 when he became associated with the National Air Transport (predecessor of United) and flew with that airline until 1937.

In July, 1937, after a brief association with another company, Lybarger joined the Civil Aeronautics Administration as a controller in the Chicago Center and embarked on a career that included supervisory positions in the Fort Worth and Cincinnati Centers, the Washington headquarters office, the Chicago Regional office, and finally Kansas City.

From 1952 to 1954, Mr. Lybarger was with the International Aviation Advisory Program, San Jose, Costa Rica, as Chief of the Civil Aviation Mission. Upon his return to the U. S. he was assigned to ATC operations in Kansas City.

Lybarger's civilian service was twice interrupted by active Air Force duty. During World War II, he served at U. S. training bases as a Squadron and Group Commander for B-17 and B-24 bomber units, and was Director of Training for the B-24 Pilot Transition & Central Instructor's school at Smyrna Army Air Field, Nashville, Tennessee. Later he served overseas in the India-Burma Theatre as Chief for Navigational Aids, and as Wing and Division Flight Control Officer for the Air Transport Command returning to civilian life in 1946. He was again called to active duty with the Air Force during the historic Berlin Airlift.

FS Division Chief George H. Weitz Receives NATA Award

George H. Weitz, Chief, Maintenance Division, Flight Standards, has received the National Aviation Trades Association 1962 award for his many outstanding contributions to general aviation—the first Federal employee to be so honored.

The Award was presented at the Association's 23d Annual Convention held in Las Vegas last December 4-6, by NATA's past president Galen Bertram, who told the audience:

"For many years, George H. Weitz has worked heart and soul for the interests of NATA and its principles. He has been extremely helpful in evaluating our maintenance and technical trades proposals, and has spent much time visiting our officers and members. He has strongly advocated better relationships between industry and government, resulting in such programs as the aviation passport, universal inspection standards, controlled inspection system, classification of maintenance and technical trades facilities. He has participated as a panel member and speaker at our conventions and has been generous with advice and suggestions that have helped better our programs."

Mr. Weitz joined the FAA in 1940 and has served as Chief of the Safety Division in the Eastern Region, and Chief of the Flight Standards Division in Alaska.



GEORGE H. Weitz (left) FS-300 receives the 1962 NATA award for his outstanding efforts from Galen Bertram.

New Reporting System

A new reporting system has alleviated several of the difficulties in reporting temporary failures in air traffic control and navigation facilities.

When breakdowns, failures or scheduled outages occur at any FAA facility, the maintenance technicians will make a thorough report, forward it immediately to the Systems Maintenance Service in Washington, enabling the latter to trace the impairment to its specific cause: either to the basic mechanism or to a failure somewhere in the vast network.

Highly detailed reports, therefore, will help to pinpoint weaknesses and will indicate parts of equipment subject to frequent failures and certain manufacturers whose products prove regularly inferior. The reports and the ensuing examinations will expedite swift corrective action.

FAA facilities covered by these reports include 215 Instrument Landing Systems (ILS), 99 Airport Surveillance Radar Systems (ASR), 64 Long Range Radars (ARSR), 28 Precision Approach Radars (PAR), 769 short range navigation systems (VOR), 292 distance and azimuth measuring equipments (TACAN) and 251 Airport Lighting Systems (ALS). Availability of these facilities in the months of July through September 1962 was approximately 97 percent; 2.5 percent unavailability was attributed to scheduled maintenance shutdowns. Only one-half of one percent was due to equipment failure.

Information in each report will be transferred to duplicate punch cards. One set will be used by the Washington office for statistical and analytical purposes to determine system weaknesses; the other set will be sent to the regional office involved for processing, study and analysis of operational difficulties.

When the causes are detected, cost-benefit studies will determine the extent of necessary modifications and will measure the benefits to be obtained from increased reliability against possible cost.

Where changes in equipment design are indicated, the Systems Maintenance Service will co-operate with other FAA services for development of design and procurement specifications.

Capt. H. K. Laing, USN PC Dep. Asst. Admin.

Captain Hugh K. Laing, USN, named as Deputy Assistant Administrator of the Pacific Region by Administrator Halaby, assumed his new duties on January 28.

Captain Laing has been on active duty since 1936. As a Navy pilot, he has logged over 5,000 flying hours. He reported to the FAA from his last duty assignment as head of the Aircraft Programs Branch, Aviation Plans Division in the Office of the Chief of Naval Operations, Washington, D. C.



CAPT Hugh K. Laing, USN

Since receiving his wings in 1937, Captain Laing served with the Atlantic and Pacific Fleets and the Middle East Force in the Persian Gulf. In 1953 he was assigned to the Naval Air Station, Agana, Guam, as executive Officer, going in mid-1954 to the U. S. Naval Postgraduate School, Monterey, Calif., as head of the Operations Department of the General Line School. He commanded the U. S. Naval Station, Sangley Point, Republic of the Philippines, from August 1957 to August 1959, where he was awarded the Philippine Legion of Honor (Officer) for his work with Philippine civil and military organizations.

Captain Laing holds a Bachelor of Electrical Engineering degree from the University of Minnesota and the degree as Master of Business Administration from George Washington University.

Herbert F. Fletcher Ops. and Safety Chief for Dulles International

Herbert F. Fletcher has been named Chief, Operations and Safety Division, at Dulles International Airport.

Fletcher moved to his new post at the beginning of last month from Washington National Airport where he held the same position. He replaced William B. Miller, who transferred to the International Flight Service Station at Miami International Airport.

Fletcher, a native of Washington, D. C., served as a U. S. Navy pilot in England during World War II. After the war, he did two tours of duty in Hawaii and then acted as a flight instructor at the Corpus Christi Naval Air Station in Texas. Immediately before joining the Agency in 1959 at Washington National Airport, Fletcher was assigned to the Anacostia Naval Air Station and the Chincoteague, Va. Naval Air Station.

Fletcher was named chief of the FAA's Operations and Safety Division in 1960.

Many Thanks

The November 1962 FLY-BY (Special Edition No. 6) asked for your comments on proposed revisions to the agency's Merit promotion Program.

In replying, some 908 employees took the time to send in comments. Some of the comments submitted were many pages long. All showed that a great deal of time and thought was spent in their preparation.

All comments are being analyzed and will be taken into consideration before the agency's Merit Promotion Program is revised.

The deadline for submission of comments was November 28. But this deadline was extended to December 17 because it was felt that a matter as important as this called for additional time for detailed comment.

William F. Harrison New NAFEC Manager

William F. Harrison has been named manager of NAFEC at Atlantic City, N. J. He assumed his new position on November 28, 1962.

As center manager Harrison directs all administrative and support activities at NAFEC, the Agency's research and development facility. He is on the staff of Joseph D. Blatt, Director of the Systems Research and Development Service. Harrison replaces Captain Alden C. Packard, USN (retired).



William F. Harrison

A native of Spartanburg, S. C., Harrison is a graduate of Wofford College in that city. In 1941, he joined the Army as a second lieutenant at Fort Benning, Ga. During World War II he served in Panama and as a battalion commander in Europe. In 1948, he transferred to the Air Force where he became executive officer to the Assistant Chief of Staff, Reserve Forces, in the Pentagon. He was director of transportation of the Southern Air Materiel Command in Morocco in 1954. Most recently he served as advisor and assistant to the special assistant for manpower, personnel and reserve forces, Office of the Secretary of the Air Force.

The new center manager brings to the Agency a wealth of executive and administrative experience gained during 20 years of service with the Army and Air Force. Prior to his recent retirement as a colonel in the Air Force he was a recipient of numerous commendations and awards which resulted from his leadership in various programs to which he was assigned.

Accidents Studied for System Weaknesses

The FAA Occupational Safety Programs are being developed with emphasis upon "not only what's wrong with people, but what's wrong with the organization's system."

Identification of system weaknesses through proper analysis of accidental incidents is the basis for a progressive new approach to accident prevention. This requires a completely objective review of accidents without regard for fault-finding or placing blame.

As a part of the total team necessary to accomplish the FAA's mission, every employee has an obligation to assist in finding organizational and procedural weaknesses. Since many accidental incidents result in personal injury, there is also a personal selfish motive. The Agency has provided a means of communicating unsafe conditions of possible accident-producing situations through the requirements of handbook PT P-3900.6, "Safety and Health Inspections and Hazard Control." In addition, FAA Safety Officers and the Agency's Industrial Hygiene Engineer are constantly programming for the improvement of working conditions and environments. Employees can greatly help in this effort by reporting all accidents and fires promptly and accurately so that the facts can be reviewed and corrective actions taken.

The following means already exist for communication of ideas and partici-

Employee Organizations Granted Recognition

Several employee organizations have requested recognition by the Agency as the result of Executive Order 10988. So far, these are the only ones to be granted Agency recognition.

Local No. 71, National Association of Government Employees, has been granted formal recognition. The unit which it represents is the Boston ARTCC.

Local No. 2123, American Federation of Government Employees, has been granted formal recognition at the Fulton County Airport, Atlanta, Ga. The unit which it represents is the Aircraft Maintenance Base.

Lodge No. 960, International Association of Machinists, has been granted informal recognition at the Aeronautical Center.

pating in the accomplishment of program objectives:

Supervisors. Discuss the situation with your supervisor. In most instances, the condition can be corrected at this level.

The Suggestion System. Use the FAA suggestion system to submit ideas for safety improvements. It is important to suggest an improved method, not just identify a condition which you believe should be changed. This method of participation offers the prospect of cash reward and should be used when the idea is a significant one.

Program Evaluation. Periodically, Personnel Management Survey Teams will visit each major field organization to evaluate FAA's personnel management program. Employee and supervisor questionnaires and interviews offer an excellent opportunity to express opinion about working conditions and the safety program in general.

Employee-Management Cooperation. Active participation in employee safety committees and activities will result in a better understanding of the Agency's safety effort for its employees. Employee committees should be encouraged to cooperate with the FAA management to achieve one common goal—prevention of accidents.

PERT Training

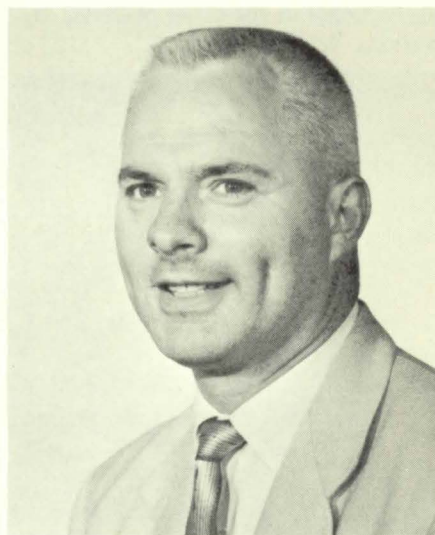
An orientation and training Center has recently been established at Bolling Field in Washington for the purpose of providing training to Government personnel in PERT (Program Evaluation and Review Techniques) and PERT Cost techniques.

The Center is sponsored by the Inter-Agency PERT Coordinating Group of which the FAA is a member. The Center is supported by the military services at this time, but its training sessions are open to FAA personnel at no cost. It is possible the Center will later expand its training activities to include other management information and control techniques.

Requests for training in PERT and PERT Cost at this new Center should be addressed to PT-47. Requests for additional information or assistance in use of these or other advanced management information systems should be addressed to MS-30.

FAA Liaison Officer Robert L. Terneuzen Ends Inspection Tour

Robert L. Terneuzen, FAA liaison representative on duty in the Office of the Deputy Inspector General for Safety, Hq. USAF, Norton AFB, California, recently completed a 26-day inspection tour of facilities at overseas airports and military bases, including Paris, London, Brussels, Frankfurt, Sembach, and Spangdahlen.



Robert L. Terneuzen

While in Europe, Mr. Terneuzen spent several days at U. S. Air Force European headquarters, Wiesbaden, Germany, discussing methods of expediting air traffic and simplifying air traffic control and communications procedures.

Before returning to the United States, Terneuzen visited a village of the same name in Holland, hoping to trace his ancestry. The red carpet was laid out, the Mayor and head of the Chamber of Commerce greeted him upon arrival and the citizens turned out for a dinner in his honor, but he found no relatives or old-timers who remembered his grandfather. However, local genealogists told him there was a connection between the Terneuzen family and the fabled "flying Dutchman," Captain Vander Decken. The modern flying Dutchman's reaction to that was to feel sorry his seafaring counterpart did not have the benefit of radar to steer himself out of that perpetual fog, even though without the fog, there would be no story.

Systems Maintenance Division Chiefs Conference

Systems Maintenance Division Chiefs from all seven Regions met in Washington with Director B. J. Vierling and members of his Staff in mid-December.

The meeting, first of its kind since Maintenance was raised to Service status, covered a 5-day period and was devoted to all aspects of maintenance objectives and planning, including budgets and personnel.

Theme of the conference was the new approach to facility maintenance brought about by Project Searchlight, which recommended the establishment of the Systems Maintenance Service, and defined and restated the importance of facilities maintenance to aviation safety.

At the opening session, Robert Shank, Deputy Director for Development, spoke about the continuous cycle through which FAA equipment proceeds—from Systems Research and Development through Installation and Materiel and finally to Systems Maintenance. He also described the necessity for developing realistic and meaningful formulas for helping to determine more precisely what maintenance is costing the Agency. With such information in hand it will be possible to give recognition to the efforts of field technicians when costs are made to decrease, and outage time reaches an irreducible minimum.

It was also pointed out at the opening session by Joseph D. Blatt, Director of the Systems Research and Development Service, that Project Beacon's plan

for a National Airspace Utilization System will give still further emphasis to maintenance procedures. Mr. Blatt made it plain to his audience that this plan is not (as some persons think) concerned solely with air traffic control or the production of hardware, but is an integration of all FAA systems—air traffic, communications, NAVAIDS, weather, and airports—into a working whole, with maintenance a vital element in its successful operation.

With this in mind there is now a policy which provides that as new equipment is developed, or present equipment updated, it will not be phased into the System until it has been given a workout under actual operating conditions.

Following this new concept, Systems Maintenance technicians are to be attached to the test teams. Their participation in operational testing will enable SMS to decide at the very beginning the skills required to maintain the equipment, the training needed to maintain the reliability of the system, and also to acquire knowledge that will enable development of logistic support for the equipment.

Donald King, Acting Director of the Installation and Materiel Service, spoke to the group concerning communications between that Service and Systems Maintenance Regional and Field personnel. The channel will be through the Washington Office of Systems Maintenance.

After the first day, the time was taken up with a series of specific and detailed panel discussions, ranging from technician certification standards to resources necessary to maintain plant facilities, and problems of budgets and personnel.

In the Planning and Budgetary area, need for a "cost vs benefits" type of budget was stressed, one that will reveal a cost figure free of items not properly chargeable to maintenance and, as previously mentioned, will provide a "measuring stick" of maintenance performance. Similarly, the replacement of obsolete equipment can readily be justified when the related maintenance costs begin to rise sharply.

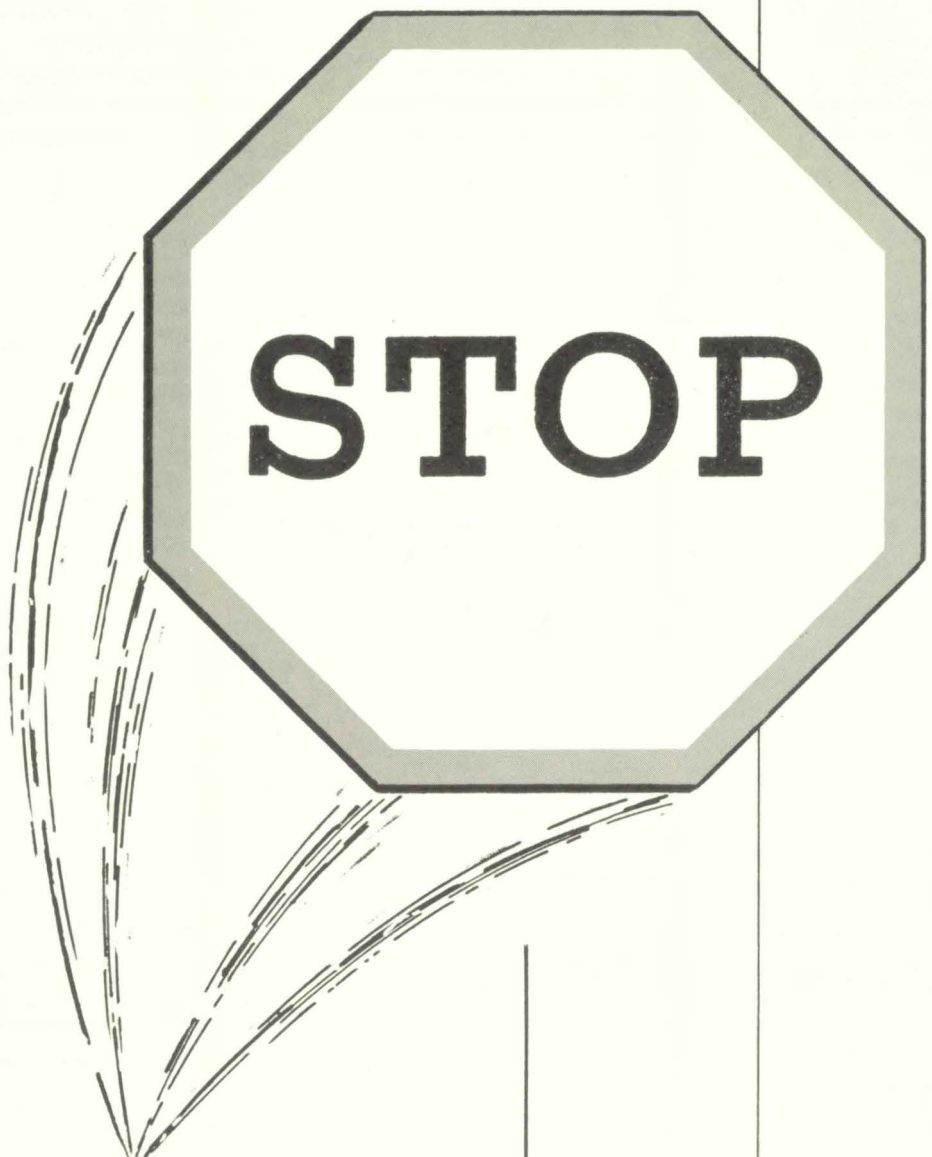
In the Personnel area, consideration was given to classification standards for technicians, qualification standards at entrance levels, and the training and development of SMS personnel at all levels. A presentation of Agency planning on the subject of career development was also given.

In the field of technical responsibilities, the discussion centered around modifications, development of criteria for reliability, maintainability and safety, maintenance responsibilities for non-FAA facilities, the urgent need for technical intelligence, and standardization of procedures and reports in joint acceptance inspection of new facilities.

Also discussed was data collection, its analysis, reporting and use in evaluating systems performance, and the evaluating and inspection function of SMS.



SMS Conference, 1st row left: J. Cochran, N. Thompson, H. Aldridge, R. Young, B. Vierling, N. Barritt, L. Cardinali, C. I. Carpenter. 2nd row: O. Stewart, E. Hyman, L. Wallingford, P. D. McKeel, R. Jirikowic, P. Colby, J. Teunisson, H. Williams, W. Boesch, W. H. Hill, C. Marcum, J. Hanlon, W. Ernst, W. Sharp, R. Stryker, and A. Braytenbah.



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