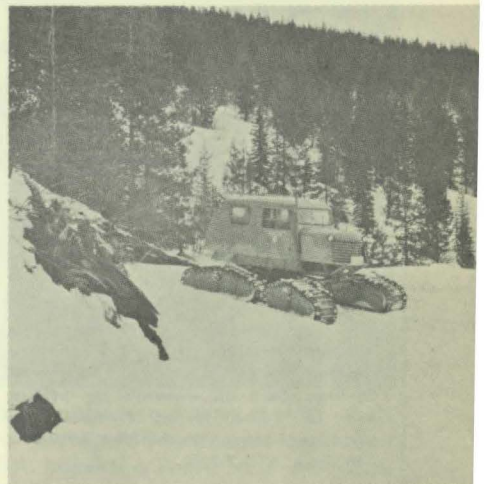
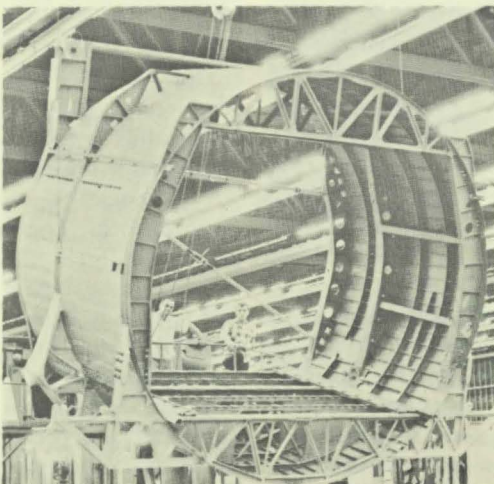
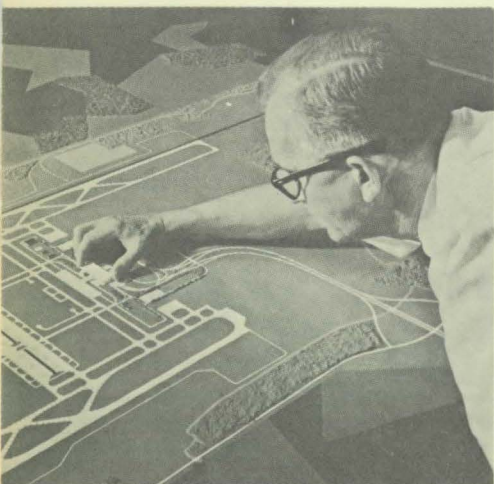
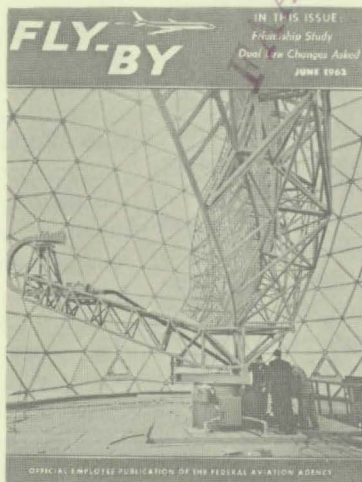


FLY-BY

IN THIS ISSUE:
1962 In Review
Economy Campaign
JANUARY 1963



OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

National Panel Evaluates ARTC Center Chiefs

A National Evaluation Panel representing all Regions, ATS and OPT met November 5-6, 1962 to evaluate the qualifications of center chiefs and others nominated for center chief positions. This was done to come up with a list of the most highly qualified personnel for consideration to head the 28 continuing centers under the consolidation.

The panel evaluated the qualifications of 34 current Center Chiefs and six employees, nominated by ATS and the Regions. Each candidate was evaluated on five factors: (1) technical ability, (2) effectiveness with people, (3) decision making ability, (4) general executive ability, and (5) personal characteristics. These evaluations were made primarily on the basis of special evaluations completed for each candidate by three persons with good knowledge of the candidate's performance and potential. The entire record of each candidate was reviewed by the panel as a whole. The panel agreed to the final evaluation of each candidate and his assignment to one of the four categories: (1) Outstanding, (2) Above Average, (3) Average and (4) Not Recommended.

A list of names arranged alphabetically within the above categories was submitted to the Assistant Administrators for the Regions on November 15, 1962. Selections were to be completed for the Chiefs of the remaining 28 Centers and the individuals selected notified by January 1, 1963. In making selections from the list Regional Assistant Administrators were to consider those in the Outstanding category first, those in the Above Average category second and those in the average category last.

FLY-BY

Editor

Thomas J. Wholey

The official employee publication of the Federal Aviation Agency. Published monthly by the Employee Information Division. Send all materials for publication to: Editor, Fly-By, PA-40, Federal Aviation Agency, Washington 25, D. C. Telephone WO. 7-5680.

HEALTH FOR ALL

ENVIRONMENTAL HEALTH PROGRAM
AVIATION MEDICAL SERVICE

BARBITURATES

Barbiturates, commonly prescribed as *sleeping pills*, are useful depressants of the central nervous system and if taken in small amounts under direction of a physician, produce no bad effects. But experiments have shown that these are dangerous, intoxicating drugs—that they are not only habit-forming but addictive when taken in large and uncontrolled amounts.

More deaths are caused by over-doses of barbiturates taken either accidentally or with suicidal intent than by any other poison except carbon monoxide.

Symptoms of Intoxication. The person affected becomes drowsy and confused, unable to think clearly. He cannot coordinate his muscular action when he walks or stands and sometimes reaches the point of collapse. He experiences tremor of his hands, lips, and tongue, has difficulty in thinking clearly or becomes inarticulate.

Barbiturates Proved Addictive. Experiments confirm that for those who become addicted to barbiturates, abrupt and complete withdrawal of the drug almost always results in convulsions and often also in psychosis. The withdrawal psychosis resembles alcoholic delirium tremens and is characterized by anxiety, agitation, insomnia, disorientation, delusions, and hallucinations.

Kind of Treatment Indicated. Hospital treatment must always be given. This treatment is complex and is similar to the treatment for chronic alcoholism or morphine addiction. The drug must be withdrawn gradually under careful surveillance over a period of 3 weeks or more.

Additional Research Needed. Physicians warn that persons taking as little as 0.4 gram (6 grains) daily for several weeks may develop a psychological dependence which causes them to increase the dosage to more dangerous levels.

Much more research needs to be done on this subject, but it has already been established beyond doubt that the barbiturates should not be used except on a physician's prescription and that medical supervision is required when a person addicted to their use is withdrawn from barbiturates.

GI Insurance Holders Get January Dividends

Payment of more than \$327 million in 1963 GI insurance dividends—including a special dividend for \$90 million—will be completed by the Veterans Administration this month.

About \$222 million of the \$327 million total is the regular 1963 dividend that will go to nearly five million World War II veterans holding National Service Life Insurance (NSLI) policies.

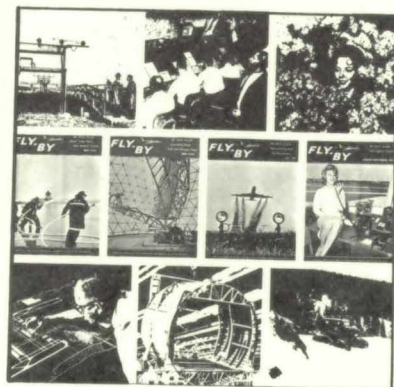
More than \$15 million will go to 250,000 World War I veterans who hold U. S. Government Life Insurance (USGLI) policies.

Regular dividends, which are distributed annually, have regularly been paid on the anniversary date of the policy. On this occasion, the payment will be speeded up to be completed during January.

Included with the regular dividend will be a special dividend of \$90 million to all World War II NSLI policyholders. A previous special dividend was paid to World War II policyholders during 1961.

The dividends which are paid to both World War I and World War II policyholders are primarily a return to the policyholders of part of their premium payments. The special dividend will be paid from the contingency reserve fund.

VA officials reminded policyholders that preparing and mailing dividend payments is automatic and required no correspondence from veterans or their families. In fact, such correspondence might delay the dividend.



COVER—1962 covers ranged from pretty girls to DIA firefighters to the center of a 143-foot fuselage of a 316,000 pound giant new cargo carrier. See page 5 for '62 events.

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

FLY-BY is now being published by the Employee Information Division in the Office of Public Affairs. If you have any information, article or photograph that you want considered for FLY-BY, send them to the editor, PA-40—or you can call WO7-5680 . . . OPERATION CLEANOUT started on December 5 in Washington Headquarters and will continue through January 30. It calls for a concentrated campaign to clean out files and the disposition of all unneeded records in headquarters offices prior to moving into new quarters . . . LLOYD F. COOK, IM-156, W2VUY, IT&T, Clifton, N. J., writes: "Being an ardent reader of FLY-BY I wonder what the possibility would be to devote an article on Amateur Radio. Since being with the agency I have had many opportunities to talk with amateurs all over the world who are working for the FAA. If a list could be compiled of Call Letters and names and addresses of all FAA personnel who are amateurs, it would serve to further close relationship of the widespread FAA. My idea would be to put a small name call and address box in an issue of FLY-BY which the amateur could fill out and return. I would be more than willing to compile a directory which could be forwarded to each FAA amateur who is interested." We're open to comments . . . ALTHOUGH this issue of FLY-BY carries an article on employee suggestions and awards, it is felt that some mention should be made of two FAAers who made suggestions. One of these is Austin Sterling of the Southwest Region who was awarded a regional citation and \$500 check for a suggestion that reflects substantial savings for the Government in conservation of technical equipment. The other is Ben H. Pollack who formerly worked in the Maintenance Branch Section in Miami and is now working with the Supply Division and is stationed in the Miami Field Supply Office. On November 20, he received his fourth employee suggestion award. The latest award was for improvement of tapes associated with the Automatic Weather Broadcast Machine used in relaying information to pilots . . . UP IN Alaska, the swift, coordinated and skillful action on the part of the Fedair I crew in conjunction with shoreside controllers made possible the safe rescue at sea of 103 persons aboard a military-chartered passenger airliner that ditched in the ocean off the Sitka, Alaska coast. At approximately 10:50 a.m. on October 22, a Northwest Airlines DC-7 en route from Seattle to Anchorage reported an emergency with plans to ditch the plane in the Sitka Sound area. Immediately all planes and boats in the area were alerted to standby for rescue. Albert Burnham, acting station manager at Sitka and also captain of the agency's 50-foot vessel, received the news by radio as he was making a routine service trip to take supplies to Biorka Island. He immediately altered his course and was about a mile away when the plane landed on the water. Within 10 minutes he arrived at the crash scene and within 10 to 15 minutes had taken all passengers from the life rafts with the aid of his crew, Bernard Littlefield, boat operator, and Stewart Haven (SEMT) at Biorka.



B. J. VIERLING, SM-1, presents three certificates of employee suggestion awards and checks to Donald L. Kelsey in Washington. Mr. Kelsey is on special temporary assignment in Washington from his duty station at SMDO-13 in Portland, Ore. Looking, from left, P. D. McKeel, AF-20, William Boesch, AF-100, Paul R. Colby, AF-130 and W. T. Ernst, AF-150.



RADM F. A. Brandley, Chief of Naval Air Advanced Training, hears Fort Worth/Dallas ARTCC chief "Bud" Fox explain how a bright display console works as part of the Southwest Region's program of acquainting military and other users with the vital role the ARTC Centers play.



JOSEPH H. Ohrbeck, left, one of seven former airlines pilots who retired as a result of the age-60 retirement regulation and now works for the FAA, inspects a Reeve DC-6 with Captain H. J. Orth before the plane's departure from Anchorage.

Legislation

Major personnel legislation enacted by Second Session, 87th Congress, and signed by the President:

CONFLICT OF INTEREST

Public Law 87-849, approved October 23, 1962, strengthens, revises, and simplifies existing Federal conflict-of-interest laws. Makes appropriate general provision for consultants and temporary employees in the executive branch, the independent agencies, and the District of Columbia. Integrates the conflict-of-interest laws with recodified prohibitions on bribery and graft.

EMPLOYMENT

Public Law 87-614, approved August 29, 1962, authorizes employment without compensation from the Government of readers for blind Government employees.

HOUSE TRAILERS

Public Law 87-776, approved October 9, 1962, removes the statutory ceiling of 20 cents per mile allowance for employees transporting trailers or mobile dwellings upon their transfer from one official duty station to another.

LIFE INSURANCE

Public Law 87-611, approved August 28, 1962, allows unclaimed life insurance benefits to revert to the Federal Employees' Group Life Insurance fund.

PAY

Public Law 87-793, approved October 11, 1962, Part II, "Federal Salary Reform Act of 1962," establishes a basic policy for adjusting and administering Federal statutory salaries based on a yearly review of salaries in comparable levels of work in private enterprise, and provides proper relationships within and among the various statutory salary systems.

POLITICAL ACTIVITY

Public Law 87-753, approved October 5, 1962, amends the Hatch Act to permit the Civil Service Commission, in case of violation, to assess a penalty of no less than 30 days' suspension without pay instead of the former 90 days.

PROMOTION

Public Law 87-793, approved October 11, 1962. Section 604 amends the Classification Act of 1949, as amended, to provide that upon promotion or transfer to a position of a higher grade an employee will receive not less than a 2-step increase of the grade from which he is promoted.

RETIREMENT

Public Law 87-793, approved October 1, 1962. Part III, "Adjustment of Annuities," provides for initial and long-range adjustment of annuities and for liberalization in survivor benefits under the Civil Service Retirement Act. The act provides 5-percent increases effective January 1, 1963, on all annuities then payable. Initial increases are applied on a descending percentage basis to all annuities commencing in the 4-year period after January 1, 1963. The act removes the annuity increase ceilings of \$2,160 and \$4,104 imposed by the 1952 and 1955 enactments. It increases from \$2,400 to \$3,600 that part of the designated base for survivor annuities to which the 2½-percent reduction applies. Automatic survivorship benefits to spouse are provided unless the retiring employee elects annuity without spouse survivor protection. The act establishes a long-range plan, to take effect in 1964, under which civil service annuities will be increased automatically on April 1 of any year after cost of living has risen by 3 percent or more since 1962 or the year preceding the most recent increase. The act raises the maximum age for receipt of child-survivor annuity from 18 to 21 years in cases of children attending school. Part III will not be effective until funds are appropriated by the Congress.

Bills that failed of enactment:

BACK PAY

H.R. 11753 provided for the payment of compensation and restoration of employment benefits to certain Federal employees improperly deprived thereof.

CLAIMS

H.R. 4131 authorized the Comptroller General to waive indebtedness growing out of erroneous payments of money to any civilian officer or employee of the Government and any member of the uniformed services. Extended similar authority to heads of agencies for waiver of such indebted-

ness where amounts do not exceed \$150.

H.R. 6535 validated overpayments made to Federal employees for the period between February 28 and June 28, 1955, where such overpayments are attributable to erroneous retroactive wage increases. Provided for the return of any refunds collected.

H.R. 10357 provided for settlement of claims against the United States by members of the uniformed services and civilian officers and employees of the United States for damage to or loss of personal property incident to their services.

EMPLOYMENT

H.R. 6598 required that summer temporary appointments to positions in the competitive service in the District of Columbia area be apportioned among applicants from the several States on the basis of population.

LIFE INSURANCE

S. 1070 amended the Federal Employees' Group Life Insurance Act to provide for an additional unit of life insurance of \$1,000 for employees whose salaries are less than \$10,000 and \$2,000 for those whose salaries are \$10,000 and above.

QUARTERS ALLOWANCE

H.R. 7021 permitted Federal agencies under certain conditions to furnish employees with quarters, household furniture, utilities, subsistence, and laundry service. Provided that employees pay rental rates for such service based on the reasonable value thereof.

RETIREMENT

S. 188 granted civil service employees retirement at age 55 after 30 years' service with no reduction in annuity.

S. 2363 and H.R. 3258 allowed credit under the Civil Service Retirement Act for certain service performed in Federal-State cooperative programs.

S. 1850 amended the Civil Service Retirement Act to increase from 2 percent to 2½ percent the formula for determining annuities for certain Federal employees engaged in hazardous duties.

TAXATION

H.R. 2017 permitted the Federal Government to withhold from wages of Government employees taxes upon their income by municipalities which impose the duty of collecting taxes upon the employer.

1962 In Review

JANUARY 1962

FAA schedules eight General Aviation Regional conferences . . . A Systems Planning Team begins a long range study of navigation, communications and air traffic control over the North Atlantic, aimed at modernization and also integration with European systems, as recommended in Project Beacon . . . Airport and NAVAID programs announced . . . \$70,108,464 allocated for construction and improvement of 327 airports under Fiscal '62 program.

FEBRUARY

Major General Harold W. Grant, USAF, appointed Deputy Administrator of FAA . . . Colin Simpson appointed to direct Project Little Guy, aimed at development of a simpler, more efficient cockpit layout for light aircraft . . . Deadline set for requests under fiscal '63 Federal Aid to Airports Program . . . Ward Masden appointed Deputy Director for Helicopter Matters, Flight Standards Service. James F. Rudolph succeeds him as Chief, FS Operations Division . . . Oscar C. Lott named Chief, Training Division, P&T.

MARCH

Regional Meetings to discuss changes in regulations affecting general aviation schedules . . . Positive control area coverage doubled . . . For the first time dockets on proposed safety rules opened to public during period for written comment. Change in procedure follows recommendation of Project Tightrope . . . Ernest T. Spiekerman named Deputy Director, Management Services . . . New system for keeping airman records planned by FAA . . . Proposed rules issued for operation of U. S. civil aircraft abroad . . . Trends in air traffic activity at major airports announced . . . Administrator announced start of Agency-wide Economy Campaign.

APRIL

FAA issues Third Annual Report . . . Evaluation of new type cockpit voice recorders begins at NAFEC . . . Robert J. Shank named Deputy Administrator for Development . . . Gordon M. Bain named Assistant Administrator for Appraisal . . . National lighting standards for airport runways adopted by FAA . . . Nathaniel H. Goodrich named Gen-

eral Counsel, and James D. Hill, Deputy General Counsel of FAA . . . C. Packard Wolle named Chief, Management Analyses Division OMS . . . Melvin Gough named Director of new FAA Aircraft Development Service . . . FAA proposes rule on flight operations in disaster areas . . . North Atlantic air navigation study moves ahead with positioning of buoys . . . FAA briefs Pacific area airlines on possible effects of nuclear tests on communications.

MAY

Fritz Puls appointed Associate General Counsel, Enforcement, Litigation and Claims Division. Gerald White designated Regional Counsel for Central Region . . . First of new Federal Aviation Agency Regulations issued . . . Lower landing minimums for civil jets approved . . . Initial contracts awarded in supersonic transport research program . . . Rules for sport parachutists proposed by FAA . . . Agency's organization plans announced.

JUNE

Colonel William E. Geyser named Assistant Administrator, Alaskan Region . . . New International Flight Information Manual issued . . . Dr. H. C. Haynes named Chief of FAA's newly established Psychiatric Services; John W. Godbold to position of Deputy Assistant Administrator, P&T . . . Twelve additional research contracts awarded in SST program . . . John A. Langer receives Jump Memorial Certificate award.

JULY

FAAer Evelyn Anderson admitted to practice before Supreme Court . . . Contract extended for development and test of arresting gear equipment for jet aircraft . . . Regions get standard organization.

AUGUST

Federal Aviation Act, creating the FAA, passed four years ago . . . FAA and DOD announce joint use of three USAF SAGE Centers . . . FAA officials and representatives of six-nation Euro-control Association meet to discuss certain European ATC problems . . . Dr. Hilliard D. Estes named Acting Civil Air Surgeon following resignation of Dr. James Goddard.

SEPTEMBER

FAA takes on flight inspection of USAF NAVAIDS . . . All flights between 24,000 and 60,000 feet will operate under positive control within year . . . William J. Schulte appointed Assistant Administrator for General Aviation . . . Contract totalling \$10 million awarded for 66 airport surveillance radar systems . . . Free inspection stickers offered aircraft owners by FAA . . . Dulles International Airport opened for pilot familiarization and training flights . . . George P. Bates, Jr., named Deputy Director, Aircraft Development Service . . . Summary version of airspace plan made available.

OCTOBER

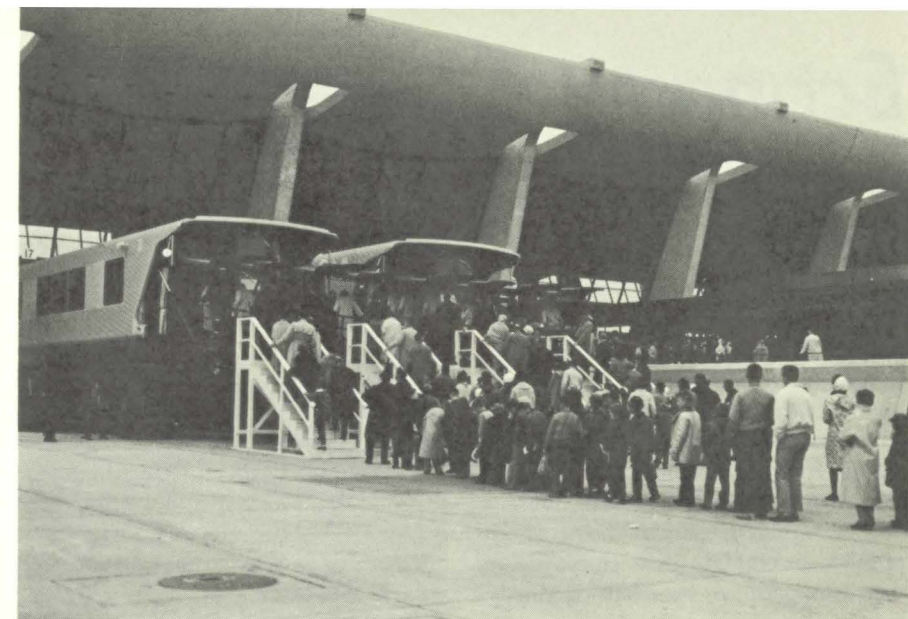
Industry asked to comment on proposed new standards for general aviation airports . . . Arresting gear tests begin at NAFEC . . . Guide for airport disaster control issued . . . FAA wins honor award for economy campaign . . . Pay raise becomes effective October 14.

NOVEMBER

Establishment of 150-mile identification zone at San Juan, Puerto Rico . . . New standards proposed for agricultural flying . . . Dulles International Airport dedicated by President Kennedy . . . Study of runway lighting in low visibility begins at FAA fog chamber, University of California . . . Eighteen FAA employees win a total of \$2250 for economy suggestions . . . FAA issues booklet on surplus personal property for airport use . . . Deadline set for fiscal '64 airport funds . . . Relocation Plan announced for ARTCC personnel . . . Agency asks for comments on proposed revisions to the Merit Promotion Program.

DECEMBER

CSC approves new EMT job standards . . . Captain Hugh K. Laing, USN, named as deputy Assistant Administrator of the Pacific Region . . . President Kennedy asks citizens of the nation to observe the week of December 10-17 as Human Rights Week; also proclaimed December 10 as Human Rights Day and December 15 as Bill of Rights Day . . . Agency withdraws proposed rule to tighten air worthiness criteria for small high performance aircraft . . . Parallel landings on dual runways approved by Agency for Chicago-O'Hare airport.



DIA DEDICATED

THE WORLD'S NEW GATEWAY to the Nation's Capital, Dulles International Airport, was dedicated on November 17 by President John F. Kennedy. Immediately following the President's address, five jet transports took off in order, giving a preview of what was to come two days later when the airport opened for commercial service with five airlines scheduling 60 daily flights. Also present at the dedication ceremonies were the former President, General Dwight D. Eisenhower and Mrs. John Foster Dulles, widow of the late Secretary of State, for whom the airport was named.

Beside touring the impressive terminal building, designed by the internationally famous architect, the late Eero Saarinen, visitors looked at an extensive display of jet transports, general aviation aircraft, helicopters and several antique airplanes. Many took demonstration rides on the new mobile lounges connecting with jet transports.

The U. S. Air Force Bagpipe Band performed, as did a Marine Drill team, and the Army Band and Herald

Trumpets furnished music appropriate for the historic occasion. Before the day ended, about 50,000 spectators had visited the new airport.

The next day, Sunday, another crowd showed up despite unfavorable weather which again cancelled the flying displays scheduled both days by the USAF Thunderbirds. A concert in the terminal was provided by the U. S. Navy Band.

By and large, the entire weekend was considered a huge success, made possible only through the efforts of a hard working team of FAA employees, including volunteer guides, plus CAP cadets, airline employees, several police departments, and many other groups.

Photos from lower left and reading clockwise: Group of volunteer FAA guides; President Kennedy and Mr. Halaby make their way through crowd; mobile lounge nestles up to FAA's Convair 880; control tower and terminal at night; visitors explore DIA; looking over the mobile lounges; Delta queens acted as hostesses passing out confederate money to visitors; another group of volunteer FAA guides; part of the 50,000 people who braved the elements to witness the opening of DIA; mobile lounges get a good going over.



Economy Campaign Awards Issued

WINNERS of the top three prizes in the FAA Economy Campaign were honored at a special awards ceremony in Washington, D. C., on November 30. The ceremony climaxed this special drive for economy suggestions which resulted in almost 6,000 employee ideas. Campaign suggestions accounted for measurable savings estimated at 3/4 of a million dollars.

The Honorable John W. Macy, Jr., Chairman, U. S. Civil Service Commission, was guest speaker at the ceremony. Mr. Macy praised FAA employees for their response to President Kennedy's request for more economical Government operations. He also praised FAA management for its foresight in using the suggestion system as a means for stimulating employee interest and co-operation. Mr. Macy said he believed that the FAA Campaign would be helpful in creating a favorable public impression of Government operations.

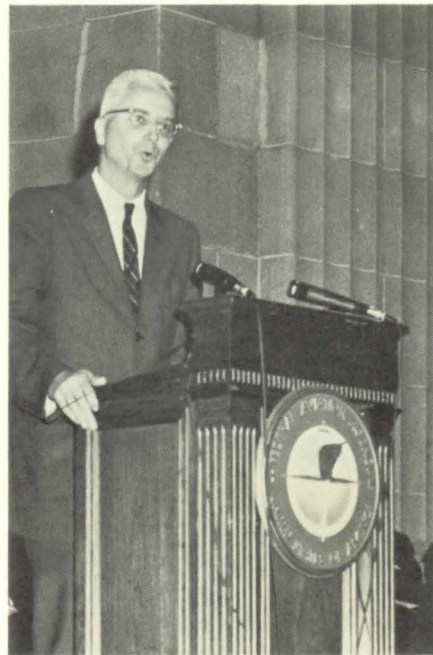
Before presenting the top awards, Mr. Halaby said that he was proud that the Campaign program received a national honor award recently in New York. "But," he added, "more important, we are proud of the FAA men and women who made this possible." Mr. Halaby said that because FAA is a big and

complex organization, every employee must make a maximum and continuing effort to make it the leanest, the cleanest, and the keenest Federal agency there is.

The Campaign rules provided that winners of the top three prizes would be brought to the ceremony at FAA expense. The recipients of these awards were as follows:

1st Prize: James M. Cole and Robert F. Warren, Flight Standards Division, Southern Region, shared the \$1,000 top award for a suggestion which they jointly submitted. They developed a set of standardized flight maneuver charts to be used by FAA pilots and controllers when Instrument Landing Systems are being checked by FAA aircraft. This new procedure eliminates the necessity of FAA pilots explaining each maneuver by radio, in involved and technical language. The suggestion will result in an estimated annual savings of \$57,308 by reducing flight inspection time and will greatly improve flight safety.

2nd Prize: Second prize of \$500 was shared by the following employees of the Aeronautical Center Installation and Materiel Depot: Raymond R. Hastings, Virgil A. Fisher, Arthur L. Moss, Owen D. Harrell, and Robert D. Stephens.



CSC Chairman John W. Macy, Jr., addresses gathering during ceremony of FAA Economy Campaign awards.

These men jointly developed a method for moving a series of steel stock bins without removing the material in the bins during a major re-warehousing operation. This involved the fabrication of a lifting device to attach to a group of bins thus permitting lifting by forklift. The suggestion resulted in an estimated savings of \$20,713.

3rd Prize: George J. Baumes, Systems Maintenance Division, Eastern Region, won third prize of \$250 for a suggested procedure for rewinding and reusing the red ribbons used with the UNIVAC High Speed Printer at FAA ARTCC computer facilities. Prior to the suggestion, red ribbons were used only once. Now, these ribbons can be used as many as three times. Mr. Baumes' suggestion will save an estimated \$30,000.

The campaign awards were in addition to cash awards already approved under the regular suggestion program. Also, each of the eight employees who shared in the top three prizes, received attractive plaques.

Special ceremonies will be held locally for the honorable mention winners.

In order to close out the Campaign, all suggestions which had not been



SECOND prize was a 5-man joint submission from AC. From left, Mr. Macy, A. L. Moss, R. W. Pulling, Depot Manager, R. D. Stephens, R. R. Hastings, L. N. Bayne, Manager, AC, O. D. Harrell, Administrator Halaby, and V. A. Fisher.

evaluated by October 8 were carefully screened to determine whether or not they would be eligible for prize consideration if adopted. Those that would not be eligible were given secondary priority. Consequently, there are a small number of suggestions which are still being evaluated and some may be approved for regular awards up to \$100. If you have one in this category, you will be hearing from the Incentive Awards Committee soon.

The Economy Campaign Awards which were presented to fellow employees at the November 30 Ceremony are concrete and visible symbols of employee-management cooperation.

Throughout the Economy Campaign,

Honorable Mention

Austin S. Sterling	SO
Glenn H. Hursey	WE
Auddie Howard	AC
Thomas S. C. Chun	PC
Ramon E. Mondragon	WE
Robert A. Simmons	AC
Walter T. Gilbert	WE
Allan B. Truax, Wash. Hdqtrs.	
Donald J. Pickett	WE
Gus I. Groen	WE

individual's skill and ideas. But, when an extra ingredient is added—call it cooperation, team work or just plain kindness to a fellow employee's idea—this provides a combination that will assure worthwhile suggestions. The winners of each of the top awards demonstrate the value of a helping hand, all along the line.

From the experiences gained through the Economy Campaign, many worthwhile improvements in the FAA Suggestion System are now incorporated in the new Recognition and Awards Program, which is expected to be issued before the start of 1963. This new program is another example of cooperation.

Into the Recognition and Awards Program, there are blended ideas, suggestions and actual examples of sound thinking by people from all levels of the FAA organization. It will be truly an FAA program.

With the new program, it is expected that a steady and productive flow of ideas and suggestions for improvement will come from FAA personnel. Each employee should take part in this program and should set as his goal—the adoption of at least one of his suggestions every year.

Keep in mind the new slogan, "FAA Suggestions Pay". It is hoped that all employees will carry on the momentum created during the Economy Campaign.



HOLDING plaque signifying first place award are co-winners Robert F. Warren and James M. Cole of the Southern Region. Looking on, from left, are Mr. Macy, Arvin O. Basnight, SO Assistant Administrator and Administrator Halaby.



SUGGESTION from George J. Baumes, Eastern Region, holding plaque, brought him third prize money of \$250. From left, are, Mr. Macy, Oscar Bakke, Eastern Region Assistant Administrator, Mr. Baumes, and Administrator N. E. Halaby.



Wake Island's New Terminal Building

THE FEDERAL Aviation Agency has built and dedicated a new airport terminal building on Wake Island in the Pacific. Dedication of the new \$750,000 building was held with appropriate ceremonies on September 14.

Wake Island, a U. S. bastion of defense in the Pacific fell to the Japanese in a celebrated battle during the early days of World War II. After the war, it was placed under the jurisdiction of the Navy and later transferred to the Interior Department. Today, the responsibility of the entire island is in the hands of the Federal Aviation Agency.

Taking part in the dedication ceremonies of the new building were several Honolulu businessmen and government leaders who departed Honolulu on September 12. Heading the group on the FAA Constellation plane was Robert I. Gale, Assistant Administrator, Pacific Region.

Others included the Reverend Lester L. Maitland, former Army aviator who was on the first Trans-Pacific flight in the early 1920's; Mr. and Mrs. William J. Mullahey of Pan American World Airways; Julian R. Davis and Charles R. Klenske, President and Vice President respectively, of the Bank of Hawaii; Mr. and Mrs. John J. Jaquette, Hawaiian Telephone Company's Vice President; Mr. and Mrs. Nels E. Johnson, U. S. Weather Bureau; Mr. and Mrs. Thomas Giuli, Contractor; Mr. and Mrs. Richard F. MacMillan, Hawaii Visitors Bureau; Mr. Jim Cunningham,

Honolulu Advertiser; Mr. Charles Bernard, UPI; and Rear Admiral W. Scott Cunningham, Ret.

The nine and a half hour flight aboard the FAA's Constellation meant time for socializing and getting acquainted. Pete Slate, Acting Chief of the Installation and Materiel Division, served as host while Sim Provencher, Contract Officer for the Agency, backed up our head "stewardess." It was a flight that will be remembered by FAA guests for at the crossing of the International Date Line, Sim Provencher emerging from the flight deck dressed as "Uncle Sam," passed out red-ribbon-bound certificates in commemoration of the event.

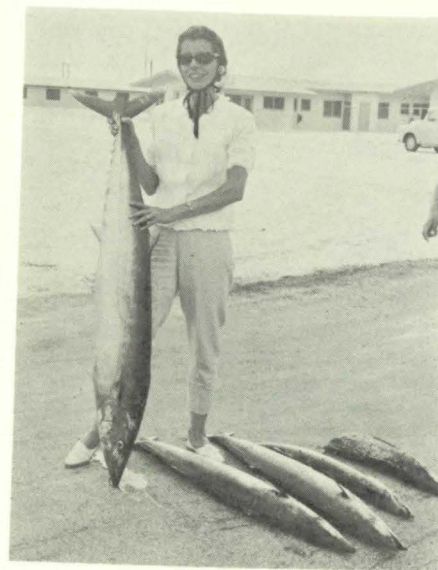
WHEN THE small green atoll appeared on the horizon, it was the first glimpse of Wake Island for many of the passengers and a huge welcome sign greeted them as they rolled to a stop in front of the terminal. Wake Island officials lined up on the ramp, greeted Uncle Sam with a cheer as he emerged on the landing platform, and the Agency's guests were welcomed by Island Manager, Thomas D. Musson, and his staff.

For retired Rear Admiral W. Scott Cunningham of Memphis, Tennessee, who commanded the U. S. Forces which fought one of the most famous battles of World War II on this Island, it was the first look at Wake since January 12, 1942, when he and the surviving military defenders were hauled aboard a

Japanese troop transport in a cargo net, after heroically defending the Island for fifteen days. This famous battle on Wake Island gave Japan its worst naval defeat in its military history to that date. In his remarks to the 1,250 atoll dwellers and visitors gathered for the dedication, Cunningham's only reference to the bloody battle that made the Island world-famed in World War II was to say, "mixed with the sand and mortar which made these modern facilities possible is the blood and courage of many of our countrymen who fought and died here." When Cunningham arrived aboard the FAA plane, he saw in place of the dense tropical underbrush of World War II, a sleek new 10,000 ft. runway, a modern pink concrete air



SIM Provencher, as "Uncle Sam," greets RADM W. Scott Cunningham while plane crosses international date line.



MRS. Robert I. Gale shows some of the results of a fishing expedition after dedication ceremonies on Wake Island.

terminal, and neat rows of well cared for homes, which would do justice to any Mainland U. S. town. He also found two of the five naval gun emplacements still planted in place on Peacock Point where American Marine and civilian defenders had manned them to sink two Japanese warships in the first attempted

invasion of the Island on December 11, 1941.

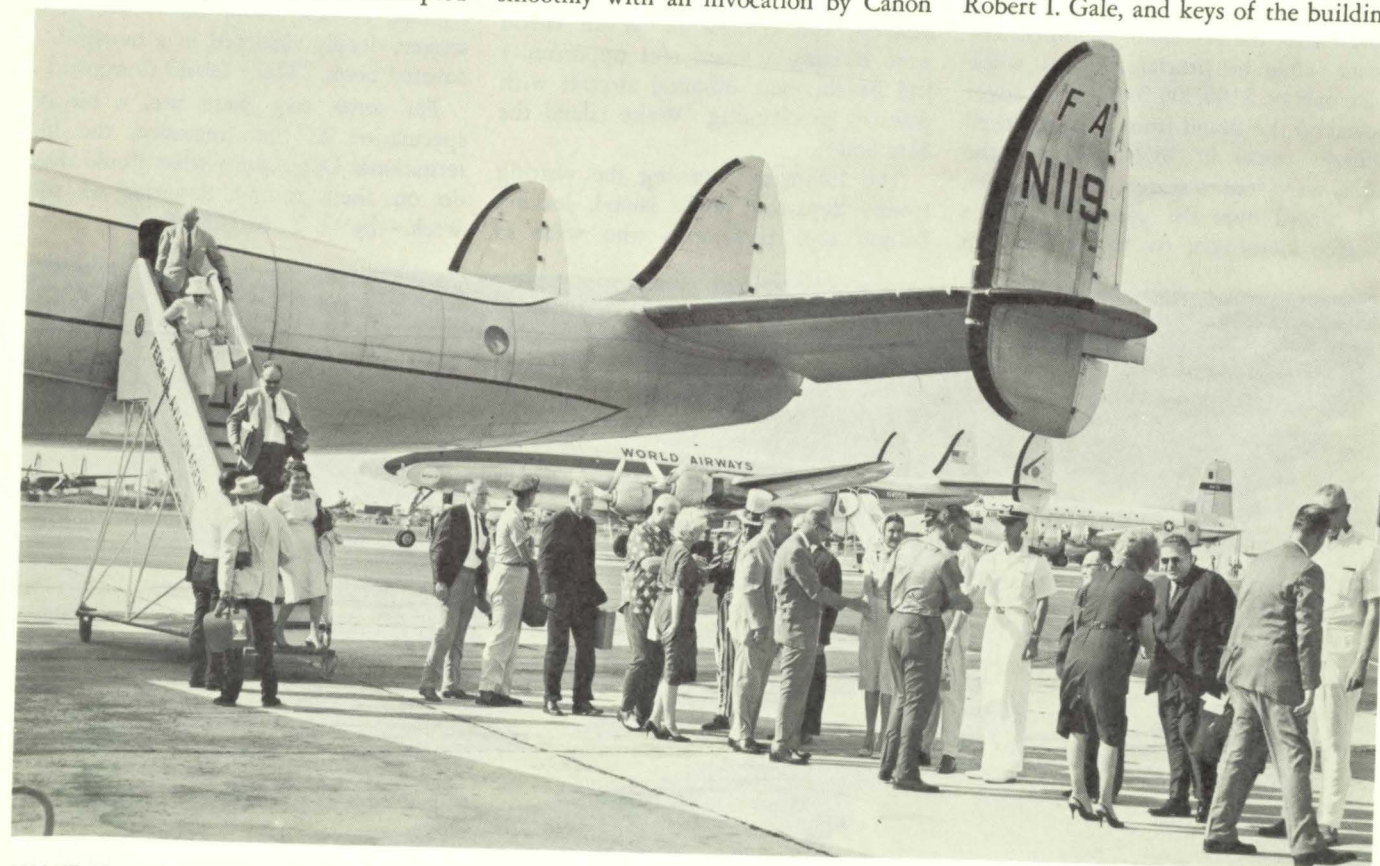
On the evening the Honolulu guests arrived, Thomas Giuli, contractor, hosted a Hawaiian luau. George Prill, Director of the Flight Standards Service, joined the party here to enjoy the poi, lomi lomi salmon, and hekka.

The following morning, Mr. and Mrs. Al Ching, contractor and proprietor of the first private enterprise on Wake Island, served a champagne breakfast at their newly constructed, eight-lane bowl-o-drome surfside dining room. For many it was their first experience of having two eggs, a plate-size cut of prime rib, and bubbling champagne for breakfast.

BUT THERE was little time for this, for there was work to be done. The blue sky over Wake had slowly turned to dark gray and rain had begun to fall on the small green atoll. Things were happening at the new terminal. The dedication was at 10:00 and some previously well-laid plans were undergoing a few changes. At 10:15 the dedication began, now inside the terminal building. Thomas D. Musson, the Island Manager, served as MC and the program moved smoothly with an invocation by Canon

PRESENTATION of Wake Island's terminal keys is made to Thomas D. Musson, by contractor Thomas Giuli.

Lester L. Maitland, a color presentation by the Wake Island School Junior Police Officers as Pete Slate, Acting Chief, I&M, at his baritone best, rendered the National Anthem. After the Introduction of guests, welcome remarks were made by the Assistant Administrator, Robert I. Gale, and keys of the building



WAKE ISLAND officials, headed by Island Manager Thomas D. Musson, line up to extend greetings before dedication.

were presented to the Island Manager, Thomas D. Musson, by Thomas Giuli, building contractor. The benediction by Father McMahon created hushes of whispered conversation as he closed with "We now have on Wake a house to rest the weary air travelers, houses for our homes, houses for our dogs and our cats, but we are yet to have a house for you, Dear God". The ribbon cutting and official opening was conducted by Mrs. Robert I. Gale and business in the terminal flourished.

It appeared that the thousand-odd passengers that pass through Wake each day had suddenly appeared on the scene. For the coffee and curio shops, business flourished as copies of the book, "Wake Island Command," by Rear Admiral Scott Cunningham, rapidly disappeared from the counter. Admiral Cunningham became a celebrity and it was a moment for autographs. For the day, he was again Commanding Officer of Wake Island.

Following the dedication, the guests had an opportunity to view the entire terminal facility, which includes a branch office of the Bank of Hawaii and a U. S. Post Office, and it was quite apparent that the visitors now understood better what the Assistant Administrator meant when he proclaimed that while there may be \$300,000 in gold and silver cached on the Island from a shipwrecked German vessel in 1866 and that the guests were free to search, the FAA, too, had placed over the past ten years a sizeable investment on Wake Island in

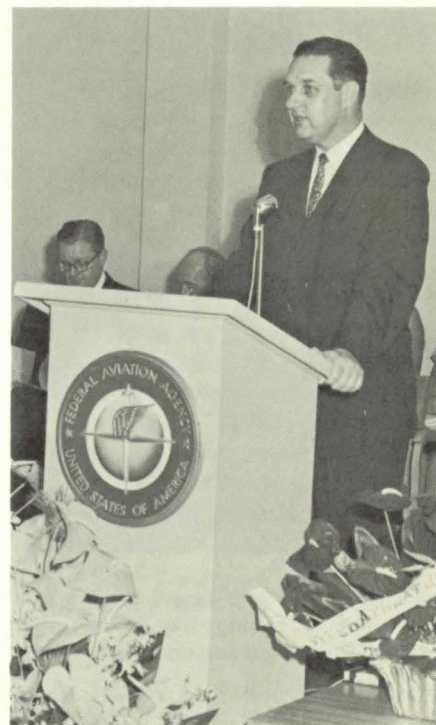
facilities and electronics navigational equipment.

The tour of the Island that followed was highlighted by Rear Admiral Cunningham's recollection of the battle that took place on Wake some twenty-one years ago, and he nostalgically pointed out various scenes with a descriptive narration.

During the visit there was time for fishing, too, and through the courtesy of Colonel Oglesby, who represented the Military Air Transport Service, several members of the dedication party sailed beyond the reef to the deep blue waters of the Pacific and enjoyed the kind of fisherman's luck related only in stories.

THE EVENING following the dedication, Mr. and Mrs. Thomas D. Musson, Island Manager, hosted a banquet dinner at the Pan American Club, where George Prill entertained the diners with bits of humor as he expressed his disappointment in Wake Island. He thought sure that a women's club would have been at the airport to meet him with placards declaring "This airport must go. Our children can't sleep, the dogs and cats have no rest and the awful jet noise is disturbing the fish in the ocean." He also added that he believed the citizens of Wake Island were missing a wonderful opportunity and should meet inbound aircraft with placards proclaiming "Wake Island the 51st State".

The following morning the visiting troupe departed Wake Island, leaving behind four passengers who were so



PACIFIC Region's Assistant Administrator Robert I. Gale extends welcoming remarks to gathering at dedication.

overwhelmed by Wake Island that they decided to stay on for an additional two weeks. Up and down the aisle of the aircraft, N-119, could be viewed passengers deeply absorbed in a newly discovered book, "Wake Island Command."

For some, too, there was a bit of speculation as they recrossed the International Date Line—what would they do on their second Saturday of the week.—by G. E. McCoy, PC-5.



A BANQUET was hosted by Island Manager and Mrs. Thomas D. Musson for visitors and held at Pan American Club.