

FLY-BY



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MARCH 1963



OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

AES Added to List; Fly-By Regrets Error

The article on page 10 of the February 1963 issue of FLY-BY which carried the headline "Employee Organizations Granted Recognition" inadvertently omitted The Airways Engineering Society. FLY-BY regrets the omission.

FLY-BY was reminded by Colonel Morton B. Wilson, Executive Director, Airways Engineering Society, that the Society was granted informal recognition by the Agency at the national level on November 19, 1962.

This action officially recognized the AES as the representative of its member employees at the Agency's national headquarters level. In addition, it placed the AES, together with other recognized employee organizations, (FLY-BY, Feb. '63) on the Agency's list of employee organizations which have been granted recognition.

Awards To Continue

Administrator Halaby has approved the program to continue awarding length of service emblems. The pins will be awarded as soon as they are procured and distributed.

All FAA employees are eligible to receive length of service awards after completing ten years of Federal service. After the first decade, personnel will receive other pins for each additional five years' service up to fifty years. The awards for the men will be lapel buttons; for women, pins.

The emblem is a standard design for all Federal service. For this Agency the words: "FEDERAL AVIATION AGENCY" in metal letters will rest in the bottom curved panel.

This marks the first time in this Agency that a length of service award has been offered for ten year's service.

FLY-BY

Editor

Thomas J. Wholey

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Your Financial Life And the Hereafter

Inevitably, the most perplexing change of routine involves finances in one form or another. A well-known banker estimated that only one man out of 10,000 tells his wife enough about their financial affairs in time to ward off disasters like bankruptcy.

But bankruptcy, although traumatic, is an unusual extreme reversal. If you, as the head of the house were suddenly to die, or even become disabled, would your spouse be able to cope with the regular and habitual money-matters? For example, would your spouse know what the monthly income would be? Would he or she know what the monthly expenses and obligations would be? How would these debts and promises be met?

These questions are not rhetorical; their answers are one's only hope for averting confusion following an unexpected set-back or death. Following are questions which concern every husband and wife:

Is there a will? Where is it kept? What is the name and address of the lawyer or trust company that drew the will? Is there an executor for the estate?

Does your family have individual or group insurance policies? What type are they and who issued them? What is their value? Are benefits paid in a lump sum or in installments?

Are there large debts? What arrangements have been made to repay loans? Does anyone owe you money?

Where are the family papers kept? Are there birth and marriage certificates, military discharge papers, mortgages and deeds to your house, deeds to your cemetery plot?

What assets do you have? Where are the bankbooks kept? How much is in the savings and check accounts? Do you have savings bonds, stocks, and bonds?

Chances are reasonably certain that your spouse does not know the answers to half of these queries. Yet having this information would be of immeasurable help following a crisis. Answers to these pertinent questions is the best safeguard against days, even months, of uncertainty and anguish during the after-hours of tragedy.

W. Byron Hook Handled First Towed Glider Flight

Back in 1929 a man thought nothing of being a pilot, mechanic, and showman all at the same time, and if he ran a small airport he spent a good deal of time figuring how to get the paying guests out on Sundays and holidays, according to W. Byron Hook, FS-108. Which was how the first towed-glider flight happened to be made on November 11 of that year. Hook, at the controls of an OX Travelair, towed the glider, built by Earl Aiken of Breckenridge, Texas, from that town to Ranger, 30 miles away.

His equipment was a reel of clothes line wire and a pair of hedge clippers. His partner, Travis Boggs, sat in the back seat of the Travelair holding the clippers, ready to cut the wire if Hook couldn't get off the ground. However, that didn't prove necessary. The take-off was normal, they reached 1,000 feet, and away they went at the hair raising speed of 60 mph to make aviation history. When they arrived over Ranger and the glider was released, Aiken, who had never before been up that high, put on an exhibition and then made a spot landing on the field.

In honor of his achievement, Byron Hook recently received a commemorative plaque from the OX-5 Club.

Hook learned to fly in an OX JN4D in a pasture in West Texas. He holds airman certificate No. 7140, and A&M licence No. 10760. At present he is on the staff of the Engineering & Manufacturing Division.



COVER—Center controllers using long range radar, monitor aircraft flying IFR. Controller teams are assigned to each sector within a Center's province and exemplify the advances in air safety accomplished by men and machines.

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

PROBABLY no other item in a regular issue of FLY-BY has caused as many replies as the one appearing in this column's January issue. It pertained to the letter written by Lloyd F. Cook who wanted to hear from Ham operators so that he could compile a listing of Call Letters and names and addresses of all FAA personnel who are amateurs. The replies have been pouring in—both to Mr. Cook and FLY-BY. If you want to send this information to FLY-BY, we will see that Mr. Cook gets it . . . R. WAYNE STARTUP, SM-32, was recently cited by Vice Admiral Rufus E. Rose, USN, Commandant of the Industrial College of the Armed Forces, for having completed the college's correspondence course with honors. The one-year correspondence course is open to qualified civilians in government, business, industry, and the several professions as well as to officers of all military components. Texts and instructional materials are provided at no cost to the student. If you are interested, write to the Commandant, Industrial College of the Armed Forces, Washington 25, D. C. . . . THE AGENCY added three twin-engine Beechcraft Queen Air 80's to the working fleet early in February and expects to take delivery on an additional five by April 1. The new aircraft will be used for in-flight evaluation of the ATC system and for flight-inspection activities. They will also be flown by FAA personnel when business takes them into communities not serviced by airlines. The 80's replace the 11 Beech C45H's previously used for these purposes. They will be based throughout the U. S., in the Eastern, Southern, Southwest, Central and Western Regions and also at Washington National Airport . . . RECEIVED a letter from Donald J. Byers, Editor of the Air Traffic Control Journal. He writes: "A minor, minor correction for your February, 1963 FLY-BY outline of Early Aviation, page 6. Langley's Aerodrome (item 4) flew in 1914 with the aid of more than an under-carriage re-work. Other major modifications, such as strengthening of wing spars, relocation and multiplication of guy-posts, installation of a better control system, changing the wing camber, reshaping the leading edge, etc., were necessary to use the Aerodrome flying for even short periods of time." We could say that we knew this and that there just wasn't enough space for it but we think that we know that he knows that we didn't know. So, thanks for the information . . . NOT convinced that knowing how to spell "inductance," "capacitors," etc., was enough, Mrs. Marie R. DiPiazza, Clerk-Steno at SMS-46, LaCrosse, Wisc., set out to find out more about the jargon. She completed Directed Study Course DFF-90 with the very respectable course average of 95.4 per cent. Prior to that she completed two evening courses with a total of 130 hours in Basic and Advanced Electronics at the LaCrosse Vocational Adult Education Night School. Our congratulations are added to those of the Central Region's FLIGHT LINES for showing such profound interest in her job . . . ROBERT L. WALKER who started with the Agency as a laborer in 1948 and in 1949 promoted to messenger, in 1950 to foreman, and in 1951 to assistant branch chief, Janitor Branch, at WNA was awarded a check for suggesting improvements at the airport.



LETTERS of commendation from Administrator Halaby were presented to four Sitka Station FAAers for part played in rescue of 103 in plane that ditched in Sitka Sound 22 October. From left, Clayton Schule, Northwest Airlines; Allen D. Hulen, AL Assistant Administrator; Stuart Havens, Irving Ungudruk, Edward Littlefield, and Albert Burnham.



HARRY Barnes, president of ATS Toastmasters, Chapter 3425, presents Speaker of the Day trophy to toastmaster Robert Martin as Daniel Mack and John Davidson look on. This marked Chapter's first ceremony for members who became Speaker of the Day winners three times in one week.



ARTIST's concept of a supersonic transport. Extensive FAA-NASA-Defense Department research is being devoted to SST problems. In this concept aircraft has variable sweep wings, swept back for cruise; forward for subsonic flight.

Richard B. Leng Named Director of I&M Service

Richard B. Leng has been named Director of the Agency's Installation and Materiel Service.

Leng's appointment, effective February 4, rounds out the leadership of the FAA's four service development organizations established last May with an across-the-board research-to-maintenance hardware capability. The four Services include Systems Research and Development, Aircraft Development, Installation and Materiel, and Systems Maintenance.



Richard B. Leng

Donald S. King, who has been serving as Acting Director, will be Deputy Director of the Installation and Materiel Service.

Leng is a California manufacturing and research executive with over 20 years industrial experience. He has been President of Quantatron, Inc., a research development and production company for lasers and microwave components, Group Vice President of Packard Bell Electronics, and Manager of California operations for Sylvania Electric Products, Inc. He also served with the Raytheon Company, the RCA Tube Division, and four years as an instructor at Pratt Institute, Brooklyn, New York.

Leng holds a Bachelor of Mechanical Engineering degree from the Polytechnic Institute of Brooklyn and a Masters degree in Administrative Engineering from New York University's Graduate College of Engineering.

HEALTH FOR ALL

ENVIRONMENTAL HEALTH PROGRAM
- AVIATION MEDICAL SERVICE

SINUS INFECTION

Sinusitis is an infection of the lining of the sinuses, the air spaces in the bones of the head and face.

Like other parts of the body, sinuses may get out of order. The air spaces which most commonly become infected are those above the eyes, between and behind the eyes, and in the cheek bones below the eyes.

Inflammation of the nasal passages, usually caused by a cold, may close the sinuses, interfering with drainage, and trapping air in the cavity. When inflammation of the lining of a sinus blocks the air space and drainage, pus or other secretion formed may press on the sinus wall, causing intense pain.

Causes of Sinusitis—Sinus trouble can be caused in a number of ways. Among the most frequent are infections of the nose and throat like the common cold, influenza, measles, scarlet fever, whooping cough. Allergies, enlarged adenoids, or other nasal obstructions also may cause sinusitis.

Blowing the nose violently, diving, or swimming with the nose under water, all may force infectious material into the sinuses. Frequent use of sprays, oils, and antiseptics in the nose may injure the mucous membrane.

Warning Signs—Usually there is headache or pain over the infected sinus in the morning, easing in late afternoon. There may be pain in the cheek, upper teeth, or elsewhere in the head. The forehead may be tender to pressure. The nasal passages often are dry and often clogged because of the swollen membrane and lack of drainage. There may be a discharge of pus from the nose, or a dripping from the back of the nose into the throat. Sometimes the sense of smell is partially lost. Other symptoms may be fever, cough, swelling of the cheeks, eyelids, or forehead, general fatigue and aching.

Treatment of Sinusitis—Only your doctor can decide whether you have sinusitis. If you have it, he may give you medicines to relieve the pain, shrink the swollen membranes, lessen the discharge, and get rid of the focus of infection. But you should use nose drops, inhalants, and salves only if your doctor recommends them.

Higher Requirements For Gov't. Stenos and Typists

Stenographers and typists seeking Federal employment will face higher job-entry requirements after next January 1, the Civil Service Commission has announced.

The new requirements cannot go into effect immediately because 1963 Government recruiting for these positions, geared to the present standards, is already underway. They will not affect employees on the rolls now or those hired before January 1, 1964.

In general, the requirements will call for high school graduation or appropriate experience for positions of GS-2 typist and GS-3 stenographer under the new salary rates which will also go into effect next January 1. Under present standards such training qualifies applicants, who pass the Civil Service tests, for typists GS-3 and stenographer GS-4.

To qualify for typist GS-3 and stenographer GS-4 after January 1, 1964, applicants will need one year of post high school training—such as in a business school, junior college, or college—or appropriate experience.

In addition to the increase in educational or training requirements, the Commission will expand its written test measuring verbal and clerical skills.

In an effort to avoid unnecessary retesting of applicants the Commission will, in many circumstances, accept teacher certificates of proficiency in typing or stenography. These will be used in cases of applicants for Federal positions who are taking typing or stenographic courses in high schools or accredited business schools, junior colleges, or colleges. Students who earn such certificates will be excused from the typing and stenographic performance tests, but will still be required to pass the written verbal and clerical abilities tests.

If the extreme shortage of stenographers and typists in Washington, D. C., continues, the Commission will authorize Federal agencies to pay the transportation costs of stenographers and typists from their home towns to their first duty station in Washington, D. C., beginning next January. This would be done under the Commission's legal authority to permit such payments for shortage occupations.

Two New Divisions In I&M Service

Peter Caporale and John E. Pernice have been named to head two new Divisions in FAA's Installation and Materiel Service—Project Management and Procurement.

For the present Mr. Caporale's Division has been set up under seven Project Managers who will handle VORTAC, Radar, Visual Aids, Centers/Towers, Communications, Displays and Computers.

Project Managers will assume responsibility for a facility from the planning stage through commissioning until the end of its service life. They will also unify the work of divisions and branches concerned with their various projects to assure more effective completion of FAA's facilities program and better utilization of its resources.

Under Mr. Pernice's direction procurement policies will be established, and the Agency's contracting and procurement business (including that for the Aeronautical Center and NAFEC) centralized and carried out by four Branches—Facilities and Services; Communications and Weather; Aircraft and NAVAIDS; and Traffic Control and Radar. This arrangement offers many advantages both to the FAA and industry. On the one hand it gives contracting specialists a better opportunity to know their commodities and set up their pricing systems and also to develop competition earlier than would be otherwise possible. On the other, it simplifies life for the contractor in that he will deal with but one Branch office on a specific item whatever its point in development.

"Pete" Caporale is a career employee who has been with the FAA since 1937, progressing from various supervisory and engineering positions to Deputy Director of the former Office of Air Navigation Facilities and Chief of the Systems Equipment Division.

John Pernice joined FAA in November 1962 after twenty years of military and civilian service with the U. S. Army Signal Corps where he rose to the rank of Colonel. In 1946, relieved of active duty, he remained with the Signal Corps as General Counsel, later becoming Principal Assistant to the Chief Signal Officer.

Troubled With Taxes? Maybe The Solution For Next Year Is Here

If the new government salary increases solve many of your financial problems, they may, at the same time, create a few others, particularly in the area of your income tax payments.

Perhaps the most formidable problem the taxpayer faces at the end of the year is finding that the amount of money withheld from his salary was not enough to cover his tax liability. Consequently, to fill up the monetary gap he has to dip into his own savings.

There are two very easy ways to solve this annoying problem without depleting your savings funds; you can use one or both of them.

One method is to drop one or more exemptions on your form W-4 for tax withholding purposes. For each exemption dropped, the amount of tax withheld will be increased by approximately \$120.00 a year.

The other way is to ask the FAA Payroll Office to withhold an additional amount from your paycheck. You may specify any additional amount on line 6 of the Form W-4, provided that the amount is consistent each pay period and is at least one dollar. You can submit your request to the Payroll Office and it will become effective the pay period following its receipt.

By using one or both of these two methods for adjusting withholdings, you will worry less about Federal income tax indebtedness.

The accounting office reminds you that (after computing your taxes) if you still owe \$40.00 or more over and above the amount withheld for you, you must file a declaration of estimated tax or an amendment of an existing declaration and you must pay an additional amount with the declaration.

You do not have to file a declaration of estimated tax if the difference between the Federal taxes owed and the amount withheld does not exceed \$40.00.

Airline Executive Course Being Held At Academy

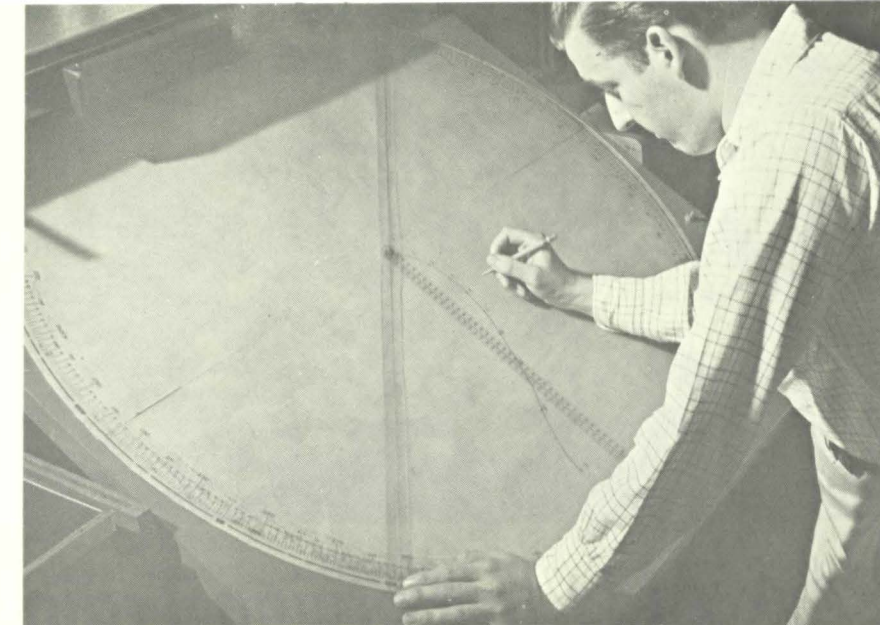
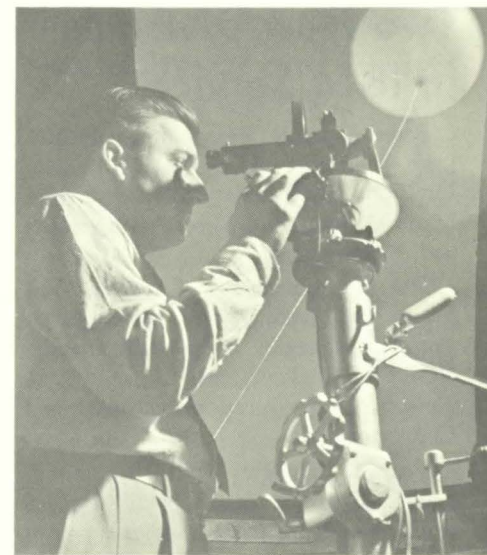
Airline executives and pilots are flocking to Oklahoma City to take advantage of FAA's new short course on the National Aviation System.

The idea originated with the Administrator and is a follow-up of a successful FAA/industry exchange program in which 14 electronics engineering specialists, representing firms that manufacture air traffic control, communications and navigation equipment spent several weeks last fall absorbing Agency know-how.

Object of the course is to give airlines and airline pilots a better understanding of the Federal Aviation Agency, its philosophies and policies, how it operates behind the scenes, and to show them first-hand that melding the various elements—airspace, NAVAIDS, airways, airports, research, rules and procedures, etc.—into a coordinated national system can advance the cause of aviation safety.

Classes begin at 8:00 and end at 5:00 each day with a short period for lunch. At the opening session, the lead-off subject is traffic control. The common system is explained, also the structure of the airspace, the NAVAIDS that support it, and those air traffic rules pertinent to the pilot/controller team. In the afternoon the group takes part in an ATC laboratory demonstration and is informed of the control and advisory services, the aviation weather system, ATS facilities, and communications.

The following four days are devoted to similar intensive and comprehensive instruction in the Aviation Medical Service, its missions and aims; the safety regulations; air navigation facilities; flight inspection and flight procedures; aircraft design and airworthiness; the different types of aircraft operations—helicopters, general aviation, and air carrier; flight standards operations inspector training; research and development of advanced aircraft; ATS in-service improvement plans for civil and military users of airspace, and our non-military defense readiness activities. The final day is given over to the economic considerations of the National Aviation System and System Design for the future, and concludes with a panel discussion and critique.



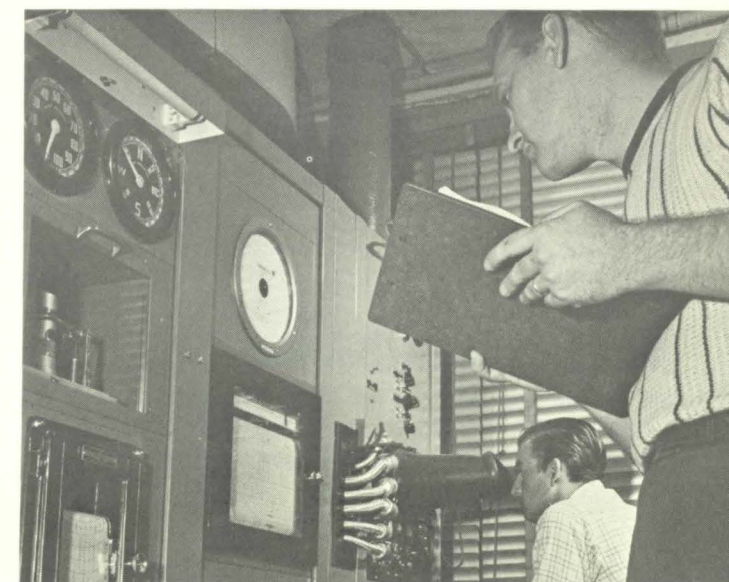
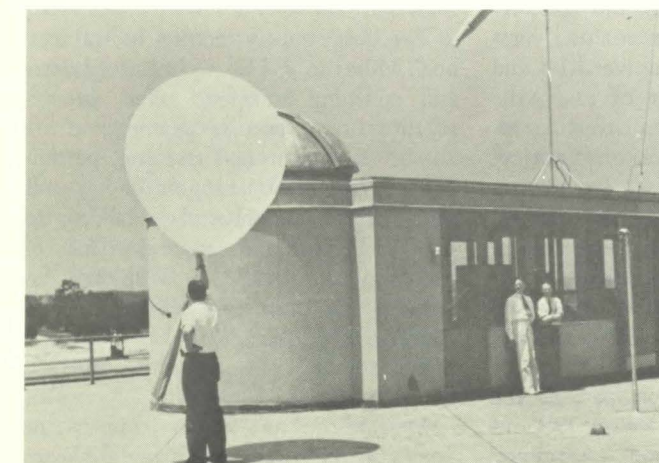
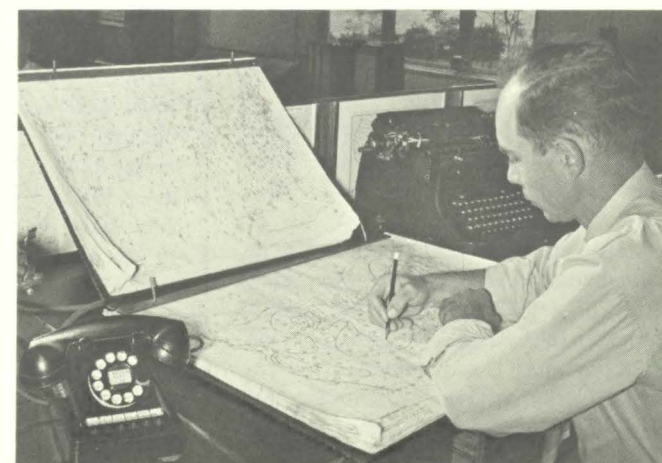
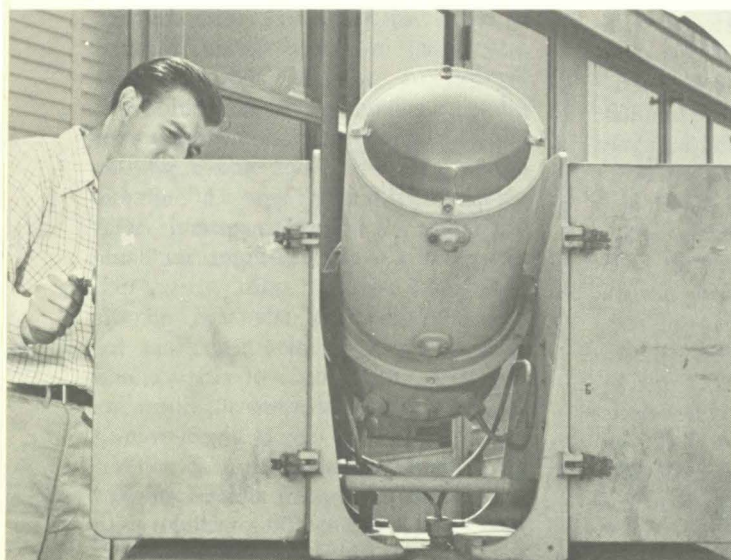
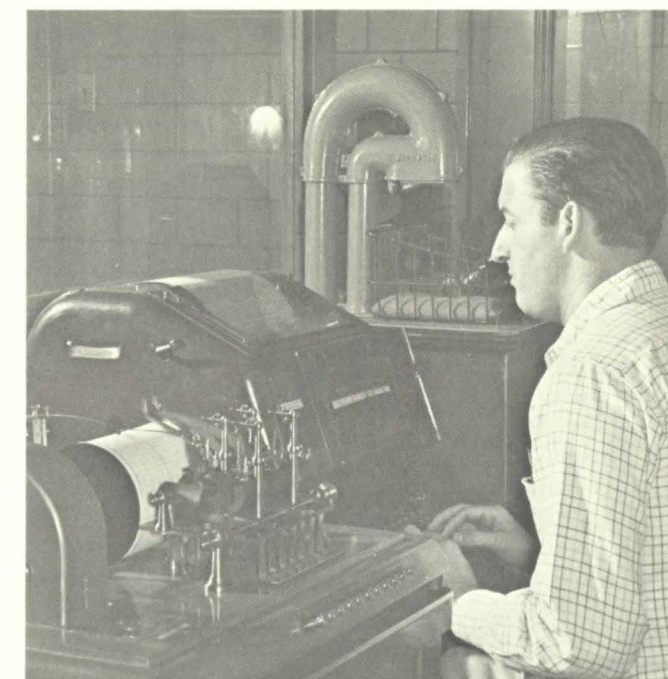
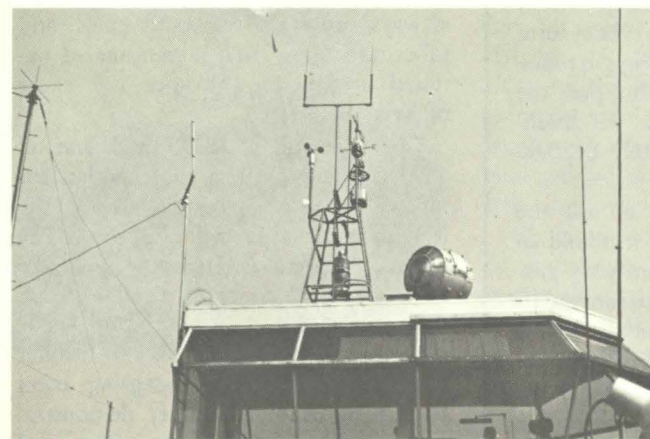
WEATHER TOOLS

DESPITE THE DEVELOPMENT of radio, radar, and navigational aids, safety in flight is still subject to conditions of limited visibility, turbulence, and icing. Here, from lower left and reading clockwise, are some of the meteorological instruments weather experts use to provide weather information to pilots.

The sensitive Photo-Eye measures the height of the clouds by intercepting ultra-violet beams thrown up against the base of the clouds . . . A Radiosonde balloon floats past the control tower. After it reaches its maximum height, the balloon bursts and the attached transmitter parachutes to the ground . . . The weather man gives the latest weather information to two pilots along the route of their planned flight . . . The Theodolite follows the path of small balloons, gives the direction and speed of winds at different altitudes between the ground and the cloud ceiling, measures the speed of air masses and storms, determines the height of the cloud ceiling, and shows the winds at flight levels . . . The instrument to the left of the teletype machine

(on which the man is sending out one of the frequent weather reports) is a triple register which records sunshine, rainfall and wind direction, and velocity . . . The operator makes recordings for his hourly report while the second man watches the approach of the distant rain squall on the Radar Scope. In addition to the radar panel on the right, the Radar Scope indicates wind velocity and its direction, barometric pressures, and ceilometric readings . . . This Radiosonde, attached to a helium filled balloon, consists of a light-weight barothermo-hygrometer unit combined with a small radio transmitter which signals pressure, temperature, and humidity at frequent intervals during the balloon's ascent . . . The forecaster prepares a map which indicates the pattern of weather all over the country.

The U. S. Weather Bureau has established a network of approximately 500 airport weather stations throughout the United States as a means of determining current weather and predicting future weather.





FAA Aids In Foreign Training Program

BARBARA WARD in her recent book, *The Rich Nations and the Poor Nations* describes the present as the "most catastrophically revolutionary age men have ever faced."

One of the salient characteristics of this revolutionary age is the rapidity of change; the transformation of poor and illiterate societies into dynamic nations with expanding economies and broadening political power.

These underdeveloped countries span the spectrum of development and require assistance in various technical areas. The FAA plays a vital role in the foreign aid program of the U. S. which administers this help.

Our government's foreign aid program works toward persuading the newly-developed countries to grow in political independence, material well-being, and social equality. The Agency for International Development, under the auspices of the U. S. Department of State, is a strong instrument in that mission by coordinating technical cooperation programs designed for sharing our knowledge, experience, techniques, and skills with the less developed countries which have shown a serious desire to use this assistance. Funds for these programs are provided by Congress.

The United States offers professional training and exchange of information and materials, as President Kennedy has said, as "a pledge of our best efforts to help them help themselves . . . not because the Communists may be doing it, not because we seek their votes, but because it is right."

Since 1957 over 35,000 persons from scores of foreign countries have participated in these programs and have returned home better prepared and better trained for the tasks and responsibilities of developing and improving their own economies, governments, and institutions. They receive training from our technical and scientific facilities, our agricultural cooperatives, our labor unions, business firms, and our local, state and federal government administrations.

These international exchange and training programs have placed a new responsibility upon the FAA, which supervises the technical instruction of A.I.D. participants in civil aviation.

IN THE last six years over 2,000 participants have received aviation training under the direction of the FAA. About 35% go to the Aeronautical Center in Oklahoma City, another 35% study at other FAA facilities throughout the country, and the remaining 30% are sent to the commercial airlines, and to universities and colleges. In the majority of cases, the trainee moves from installation to installation during his training period, which generally ranges from two months to two years.

By traveling to different geographical areas, the trainees not only share American experience and technical knowledge which will contribute to the development of their own countries' aviation, but they are exposed to the diversity of American values and institutions and they soon understand

the ways that a democratic society translates ideas into action.

Because of the implications of government-sponsored international cooperation, FAA trainees, as well as all foreign national participants, are involved in a carefully executed, closely supervised technical assistance program.

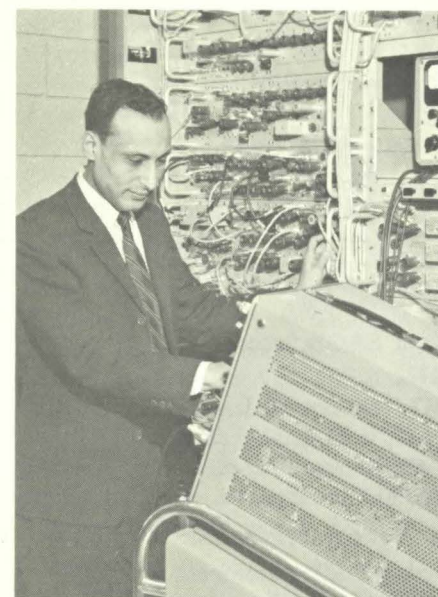
Each year, Congress decides to which countries aid should be extended. The A.I.D. then consults with the respective governments selected to determine which technical areas need the most help, the resources and facilities available in the country, the best approaches to the problems of providing the assistance, and the amount of monetary and human effort required to accomplish the program.

If aviation is one of the areas to be developed, specialists from the FAA go to the A.I.D. mission in that country to examine and discuss the particular problems of technical coordination.

The host country recruits its trainees, and with the A.I.D. technical advisers and training officers, offer pre-departure orientation programs.

The FAA foreign training participant arrives in Washington and spends his first two or three days talking to his A.I.D. program manager and to the people of the FAA's Technical Assistance Division, Participant Affairs Branch, which is headed by George Luecker and his assistant Howard Hammes.

Depending on which country he comes from, the participant discusses



PARTICIPANT from Egypt practices with equipment at Air Navigation Facilities Training Lab at Aeronautical Center.

his technical program and travel schedule with one of the three men who head the Latin American, European-African, and Asian sections—Curry S. Pickens, Culver H. Rausch, and Thomas F. Royals, respectively.

All the trainees know some English, inasmuch as they had to pass a standardized English language test before they left their home countries, but their degree of fluency varies considerably. Being so far from their homes and still not attuned to a foreign country with its startling differences of language and way of life, the initial hurdle for the participant to leap, is his loneliness and homesickness.

Some of the nostalgia is warded off by a unique, week-long program of international education at the Washington International Center. The FAA participant trainee spends his first week with other trainees from A.I.D. sponsored foreign nations who arrived in the U. S. at the same time he did, furthering his acquaintance with the United States. This is done at the Center, which is located in the exquisite Meridian House, a gift of the Ford Foundation.

During the day he attends informal lectures that give him new perspectives of the U. S.—its physical and economic growth, social changes in its history, its system of government and the role of political parties, the American family and its health and welfare,

religious life and institutions, economic trends and development, public and private school education, civil liberties and race relations, and foreign policy.

During the evenings, the Center offers a variety of activities including concerts, recitals, films, reading, games, television, and conversation.

THE PARTICIPANT meets Washington residents informally in their homes, for the Center has become a vital community-wide enterprise. In fact, the home-hospitality program developed so significantly in Washington, that the A.I.D. has endowed a national, non-partisan service organization to establish, assist, and advise similar community groups throughout the nation. It is called COSERV (National Council for Community Services to International Visitors) and sponsors regional workshop conferences, and distributes two quarterly newsletters—one for all Center alumni and one for the nearly 300 communities in the U. S. which provide services and home hospitality for guests from overseas.

The FAA depends on COSERV, in those cities where the FAA does not have an international liaison officer, to offer its social and cultural benefits to a particular trainee assigned to a particular community. In New York, Los Angeles, Oklahoma City, and Miami, FAA officers who counsel participants have hospitality as an additional duty. The FAA liaison to COSERV is a dynamically efficient and personably charming woman, Marguerite (Maggee) Smith, in the International Aviation Service.

When the trainee arrives in Washington, Miss Smith interviews him to get an idea of his background, his language fluency, and his interests. She then sends letters to COSERV in the cities in which he will live during his training, telling them his name, the date of his arrival, and how he can be contacted. Through Miss Smith's efforts the trainee is almost matched perfectly with the local COSERV hospitality volunteers in areas of profession, hobbies, and family backgrounds. Often hosts escort their guests to some kind of public meeting to observe the workings of democracy—to a school, a city governing body, a civic group, or a political rally, for instance. The FAA participant trainee sends Miss Smith

a semi-monthly progress report in which he summarizes his social activities, personal problems, and particular viewpoints about his training program.

The FAA trainee is sent for specialization in one or more of the hundred different fields, falling under the following categories: administration of civil aviation, flight standards, airport management, air traffic control, terminal planning, radar equipment, maintenance of aeronautical communications, air navigation radio aids, airways flight inspection, and aviation specialties. His reservations, tickets, travel vouchers, book purchases, maintenance allowance, and other miscellaneous expenses are handled by Mrs. Pauline Gottwals and her staff in the Operations Section of the I.A.S.

At the end of the training program, the participant returns to Washington for an Exit Interview with both the A.I.D. training officer and FAA technical advisers in which he appraises his program in detail. A week-long communications seminar gives him an opportunity to study, observe and practice communicating to others the skills and techniques he has learned.

When the trainee returns to his own country he will take home with him not only the new ideas, approaches and techniques he has learned about civil aviation, but also a better understanding of the people of the United States.



FOREIGN trainees learn how to use flight strips during Air Traffic Control Class at the Aeronautical Center.

Central Region Makes NOTIP Appointments

The special recruiting program to staff NOTIP (Northern Tier Integration Project) positions has ended. Supervisory personnel selected have already started the intensive training required before taking over their new duties at the FAA SAGE Sectors at Great Falls, Montana, and Grand Forks and Minot, North Dakota.

As announced in the October issue of FLY-BY and Special Edition No. 5 of November, NOTIP implements the FAA-Department of Defense agreement on the joint use of these three sites for conducting air traffic control and air defense operations.

The military component at each site will continue to be called a SAGE Direction Center. These will remain a part of the nation's SAGE (Semi-Automatic Ground Environment) system of air defense and warning.

The FAA component at each site will perform enroute air traffic control functions, similar to those carried out by conventional ARTCCs.

Some 1,186 applications were received for the 163 positions originally announced. An additional 235 applications were received for three Facility Officer positions, established after completion of original staffing plans.

Selections for NOTIP were made by the Central Region only after the most careful and detailed screening of applicants. Standards were high. Only a small percentage of those applying were selected. To assure impartial treatment of all candidates, selections were made by panels. These panels carefully evaluated the complete record of all applicants. Of necessity, many persons with excellent qualifications were not selected simply because of the limited number of positions to be filled.

Selected for the top post as NOTIP Coordinator was K. W. Hollinger, Programming Planning Branch at the Kansas City regional office.

Chiefs selected for the three FAA SAGE Sectors were, Great Falls, Clay W. Hedges, Chief, ARTCC, Detroit; Minot, (Continued on page 12)

NOTIP Personnel Selections

Air Traffic Control Specialist (Center), Watch Supervisor.

Great Falls SAGE Sector

Roy L. Olson, Great Falls ARTCC
Glenn A. Kittleson, Great Falls ARTCC
Edgar J. Lilletvedt, Great Falls ARTCC
Melvin H. Orr, Detroit ARTCC
Glen E. Essley, Great Falls ARTCC

Minot SAGE Sector

Jack M. Hopkins, Kansas City ARTCC
Ronald G. Molen, Indianapolis ARTCC
Forest W. Nothnagel, St. Louis ARTCC
Harry E. Byers, New Orleans ARTCC
Emerald Odom, Great Falls ARTCC

Grand Forks SAGE Sector

Helmer L. Carlson, Minneapolis ARTCC
Gerald R. Benson, Detroit ARTCC

David R. Davies, Cleveland ARTCC
John M. Fabian, Minneapolis ARTCC
Donald I. Brashears, Washington ARTCC
Electronic Maintenance Technician (General).

Great Falls SAGE Sector

Philip E. Jamison, Dallas, Oregon
Robert K. Tetley, SET (MLO), Farmington
Harvey D. Landon, Jr., SEMT, Andrews AFB, Maryland
Allen H. Brug, SET (MLO), Great Falls
Elmer H. Miller, SMS, Great Falls

Minot SAGE Sector

William Alfred Hawkins, SEMT, Guam
Leolin E. Bowen, SEMT (MLO), St. Louis
Charles J. Perricone, ATDS, Fairbanks, Alaska
Walter E. Ryness, SEMT, Murphy Dome, Alaska
Thomas T. Newman, SEMT, Benton, Pa.

Grand Forks SAGE Sector

Richard Joseph Connett, SEMT, Farmington
Clifford Carrol Kurth, SEMT, Charleston
Richard E. Coleman, Jr., SEMT, Omaha
Gerald E. Dobson, FAA Academy
Orville Laverne Deckert, SEMT (MLO), Great Falls
Air Traffic Control Specialist (Center).

Great Falls SAGE Sector

Ronald M. Daly, Boston ARTCC
Robert G. Conditt, New Orleans ARTCC
Lester E. Allen, Great Falls ARTCC
Donald S. Smith, Great Falls
Thomas C. Paun, Great Falls ARTCC
Francis D. Shepard, Great Falls ARTCC
Clifford M. Theisen, Great Falls
Phillip H. Bailey, Great Falls ARTCC
Norman E. Wilson, Great Falls ARTCC
Francis G. Craven, Jr., Great Falls ARTCC
Leon H. Mick, Great Falls ARTCC
Durwood J. Friman, Great Falls ARTCC
Don V. Matulevich, Great Falls ARTCC
James D. Smith, Great Falls ARTCC
Robert B. Whitney, Great Falls ARTCC
Richard J. Mick, Great Falls ARTCC
Chester D. Hewes, Great Falls ARTCC
Vern F. Domogalla, Great Falls ARTCC
Harvey B. Helsten, Great Falls ARTCC
Royce R. Miller, Great Falls ARTCC
Wm. P. O'Brien, Great Falls ARTCC
Lewis Ames, Jr., Great Falls ARTCC
Gail L. Trowbridge, Great Falls ARTCC
Lawrence L. Green, Great Falls ARTCC
Arthur Holm, Great Falls ARTCC
William E. Davison, Great Falls ARTCC

Minot SAGE Sector

Donald E. Clabaugh, Kansas City ARTCC
James N. Lewis, New Orleans ARTCC
William W. Senechal, Los Angeles ARTCC
Kenneth B. Hancock, Kansas City ARTCC
Frank R. Shelton, Denver ARTCC
Patrick B. Sugrue, Washington ARTCC
Walter L. Harris, Memphis ARTCC
Thomas E. Williams, El Paso ARTCC

Alvin L. Lynn, Jr., Washington ARTCC
Charles A. Dorsey, Washington ARTCC
Wallace L. Johnson, Kansas City ARTCC
Robert M. Warren, Boston ARTCC
George M. Lever, San Antonio ARTCC
Virgil L. Blase, Detroit ARTCC
James W. Cox, Washington ARTCC
Charles E. Penton, New Orleans ARTCC
Norris R. Skaggs, New York ARTCC
Elbert K. Boggs, San Antonio ARTCC
William E. Dougherty, Washington ARTCC
Thomas A. Underwood, Atlanta ARTCC
Donald F. Brandenburg, Albuquerque ARTCC
William C. Hirschert, Detroit ARTCC
David J. Nolan, Boston ARTCC
Edmund J. McLelland, Boston ARTCC
Joseph J. DeJoie, Spokane ARTCC/RAPCON
Arthur Schmidt, Cleveland ARTCC

Grand Forks SAGE Sector

Bruno H. Zamorski, Anchorage CERAP
Richard D. Teal, Anchorage CERAP
William M. Ardies, Indianapolis ARTCC
Allen B. Johnson, New York ARTCC
Richard B. Kobs, Fairchild RAPCON
Robert W. Benton, St. Louis ARTCC
Paul L. Breedlove, Jr., Indianapolis ARTCC
William C. Sharpy, Cleveland ARTCC
William H. Branum, Indianapolis ARTCC
Byrl C. Harlan, Indianapolis ARTCC
Philip L. Mason, Boston ARTCC
John F. Waguespack, Jr., New Orleans ARTCC
Gary M. Gores, Detroit ARTCC
Robert B. Spaulding, Detroit ARTCC
Gene W. Wischmann, Minneapolis ARTCC
Lyle H. Davis, Spokane ARTCC
Ralph A. DeVore, New Orleans ARTCC
Charles E. Phillips, New Orleans ARTCC
Bruce A. Koykar, Chicago ARTCC
Orrin R. Densley, Los Angeles ARTCC
Delnar W. Strangohr, Detroit ARTCC
Ronald R. Baublitz, St. Louis ARTCC
James R. Free, St. Louis ARTCC
George Munger, El Paso ARTCC
William P. Waring, Washington ARTCC
John T. Schwappock, Minneapolis ARTCC
Donald A. Enders, Los Angeles ARTCC
Maynard H. Nickelson, Minneapolis ARTCC
John P. Carlson, FAA Academy

Communication Aids Section Chief.
Great Falls—William L. Davis, Fargo, N. Dak.
Minot—Ronald H. Steward, Fairbanks, Alaska
Grand Forks—Bion R. Estabrook, Jr., Old Town, Maine
Communication Aids Watchstanders.

Great Falls

Gerald L. Bahr, Roswell, New Mexico
Paul J. Wagen, Milwaukee
Frederick J. Mundill, Great Falls, SMS
Roger D. Merkamp, Great Falls, SMS

Minot

Robert E. Riddle, Honolulu
Ralph L. Todd, Oklahoma City

Kit C. Mullins, Nome, Alaska
Robert V. Meek, Anchorage, Alaska
Jacob B. Harrod, Douglas, Arizona

Grand Forks

Donald J. Ohms, Phoenix
Clifford E. Schindele, Jamestown, N. Dak.
Charles D. Samples, Washington, D. C.
James E. Higgins, Anchorage, Alaska
Anthony L. Martinez, Nome, Alaska
Air Traffic Control Specialist (Center).

Great Falls SAGE Sector

Charles E. Lodge, Great Falls ARTCC
Ronald E. Juhlin, Great Falls ARTCC
Ralph Main, Detroit SMS
Roger G. Hayes, Great Falls ARTCC
Wayne P. Carns, Great Falls ARTCC
Donald W. Anderson, Great Falls ARTCC
Howard E. West, Great Falls ARTCC
Kenneth R. Stultz, Great Falls ARTCC
Ralph T. Anderson, Great Falls ARTCC
Dean W. Goodman, Great Falls ARTCC
George L. Albrecht, Great Falls ARTCC
Albert H. Dallman, Great Falls ARTCC
Charles F. Criswell, New York ARTCC
Roy L. Bray, New Orleans ARTCC
Charles W. Niemann, Cleveland ARTCC

Minot SAGE Sector

Edgar L. Redmond, Jacksonville ARTCC
Victor H. Parker, Oakland ARTCC
Alvin R. Seidel, Oakland ARTCC
James W. McQuigg, New Orleans ARTCC
Daniel G. Tenold, Phoenix ARTCC
Terrance C. Monroe, Cleveland ARTCC
Robert E. Besanceney, Cleveland ARTCC
Robert L. Goodrich, Cleveland ARTCC
Lloyd T. McGinnis, Cleveland ARTCC
David R. Coe, Cleveland ARTCC
Robert G. Green, Cleveland ARTCC
Angelo J. Ciolli, New York ARTCC
Claude A. Bennett, Boston ARTCC
William J. Truempler, Indianapolis ARTCC

Grand Forks SAGE Sector

Myron C. Wolford, Indianapolis ARTCC
John J. Smith, St. Louis ARTCC
K. Hugh James, St. Louis ARTCC
Malcolm D. Karnowski, Minneapolis ARTCC
Roger A. La Haise, Minneapolis ARTCC
Clair E. Wilson, Minneapolis ARTCC
Robert T. Kadow, Chicago ARTCC
Donald J. Polito, Chicago ARTCC
Joseph C. Meyer, Kansas City ARTCC
George C. Schenck, Cleveland ARTCC
Jerome A. Annexstad, Cleveland ARTCC
Robert W. Harris, New York ARTCC
Ernest J. Carrera, New York ARTCC
Elvin E. Main, Boston ARTCC
John M. Thorson, Albuquerque ARTCC
Daniel Tellez, Albuquerque ARTCC
Donald G. McDonald, Phoenix ARTCC
Ira M. Bossert, Phoenix ARTCC

Charles S. Irwin, Indianapolis, ATS; Grand Forks, Leigh V. Reynolds, Chief, ARTCC, New York.

Assistant Chiefs will be, Great Falls, Paul E. Watkins, SMS, Billings; Minor, Leo F. Morrow, Frequency Utilization Officer, Pacific regional office; Grand Forks, Walter M. Quitter, Bogata, Columbia, ICAO.

Facility Officers will be, Great Falls, K. Harris Bouman, Great Falls, ARTCC; Minor, Russell W. Jordan, Great Falls, ARTCC; Grand Forks, Eugene G. Peterson, New York ARTCC.

Approximately 227 personnel associated with NOTIP activities will take part in training programs and symposiums.

This training is being conducted at Hanscom Air Force Base, Bedford, Mass., and Keesler Air Force Base, Biloxi, Miss. The training activities at these locations will be complemented by concentrated self-study and on-the-job training phases.

Personnel will participate, according to their needs, in one or more phases of this training program. The content of these phases will vary in scope from orientation symposiums through detailed technical courses of several month's duration. In addition, some degree of cross-training will be pro-

vided for Sector personnel to increase both their operational and evaluation capabilities.

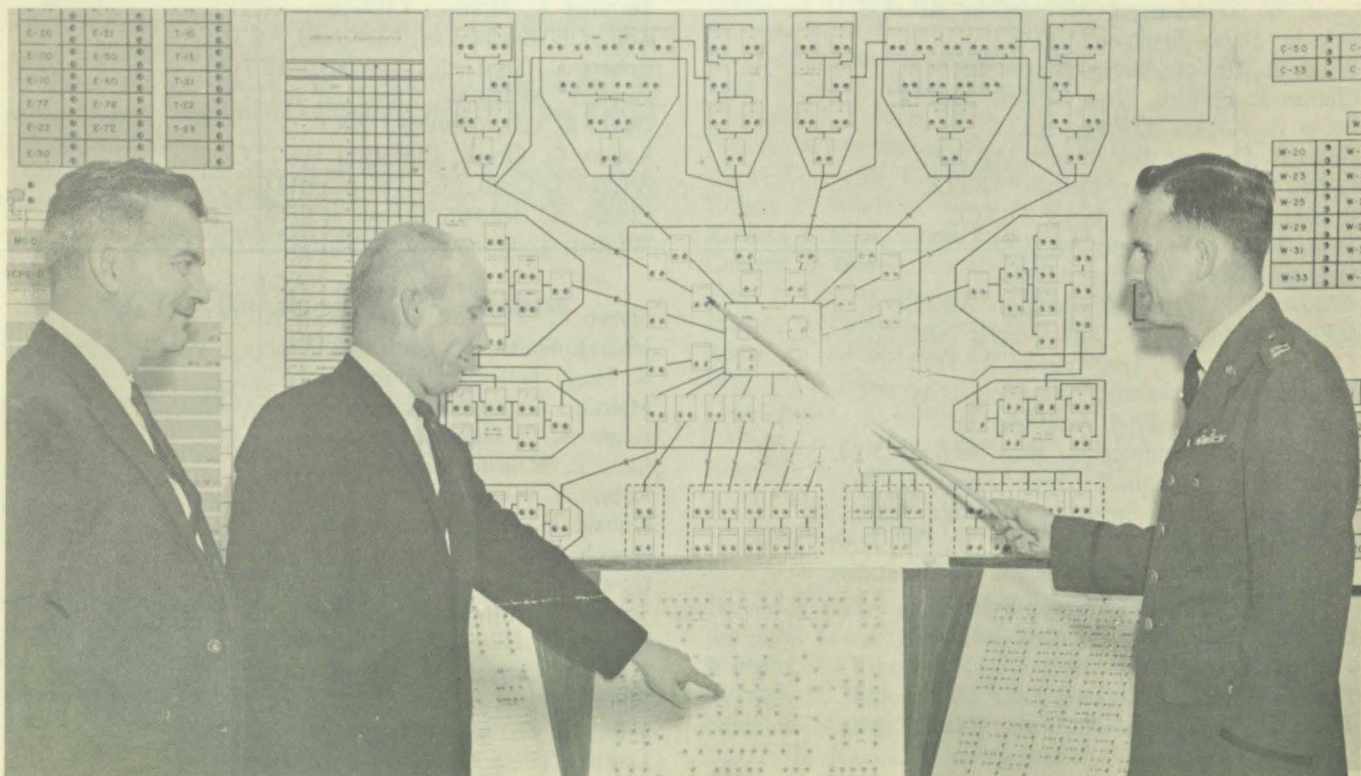
Some of the topics being covered during these training sessions will include NOTIP symposium, SAGE orientation, NOTIP orientation, air traffic phases, SAGE familiarization, area study, console operations, instructor training, systems maintenance phases, computer indoctrination, SAGE maintenance management course, SAGE computer maintenance course, and ATC indoctrination course.

A concentrated, Agency-wide effort to notify personnel of the NOTIP program and emphasize the career opportunities implicit in these assignments started last October. At that time, 6,000 copies of the special recruiting brochure were widely distributed throughout the Agency. The brochure was supplemented by personal visits to centers and other field facilities by regional office personnel. A special edition of FLY-BY emphasizing NOTIP was issued, and direct activity by first-line supervisors was conducted among personnel at field air traffic control and systems maintenance facilities.

During this campaign, 39 major field facilities were visited by regional office personnel.



MAJOR Donald D. McNelly, USAF, chief of Computer Maintenance Branch at Keesler Air Force Base, explains SAGE computer display circuits to FAAer L. F. Morrow.



STATUS board used in typical SAGE office is explained to L. F. Morrow and P. E. Watkins by Capt. H. C. Tinsler.