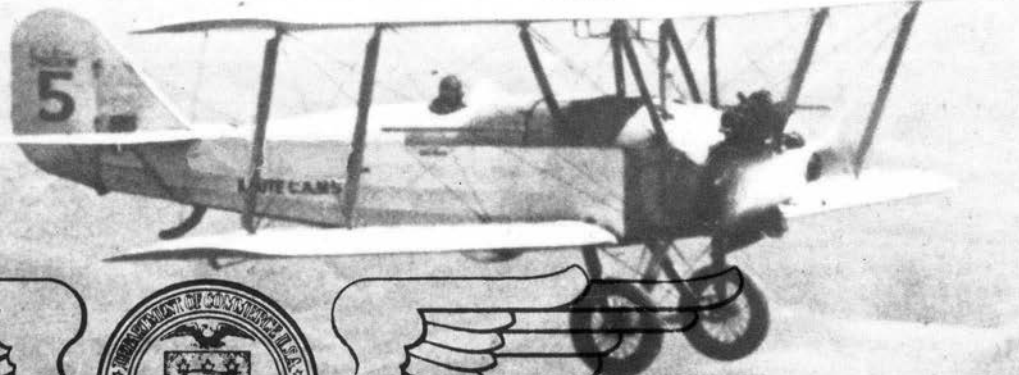
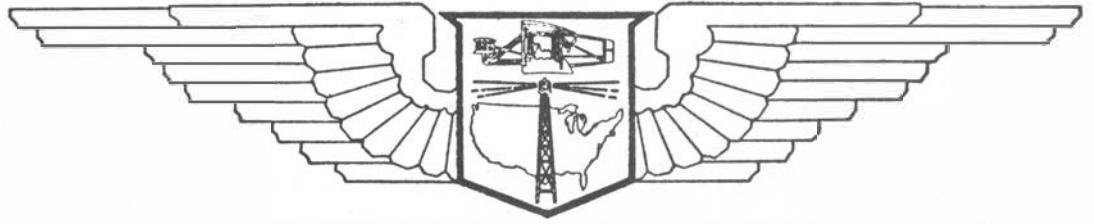


APRIL 1975

FAA WORLD

Service to Man in Flight



FAA WORLD

APRIL 1975

VOL. 5, NO.4

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The cover: *When aviation was still in its infancy, the FAA's predecessors began building an air fleet from former mail planes to help build the airways and then to inspect them. The seals represent the Bureau of Air Commerce, the Civil Aeronautics Authority, the Civil Aeronautics Administration and the FAA.*



It's Time To Speak Out

The U.S. aviation system long has enjoyed world recognition as a hallmark of superior air transportation. U.S.-built and FAA-certificated aviation products have been sought after by air transportation systems throughout the world because of their excellence in design, efficiency, reliability and safety.

American aviation grew and prospered because of the boldness and creativity of its pioneers and the establishment of a delicately balanced relationship among the manufacturer, the operator and the Federal government. The result has been an air transportation industry that provides the citizens of this country with the safest air transportation and the greatest dollar value in it that the world has ever seen.

Yet, the hue and cry being heard in our land is that aviation is unsafe, that the industry is greedy and callous to the needs and safety of the public and that the FAA is an inflated and ineffective agency, incapable of coping with this growing menace to the public.

The truth—which should be told again and again—is that air transportation has an outstanding safety record. During 1974, there were about 60,000 fatalities from transportation accidents around this country. Of these, however, only 467 resulted from air carriers, and this figure was well above the annual average.

It's time for professionals in the aviation industry to speak out against those who decry the system and those among us who pick each other apart for our faults. We must have a balanced perspective, recognizing our problems and our strengths. Then we can attack those problems with professional vigor and defend our accomplishments with equal vigor.

We have a responsibility to keep the public informed of the true status of the aviation system, of the rate of progress, of the problems we face and of the viable alternative solutions available, along with their costs. The American public will then be in a far better position to make rational decisions about their future requirements in air transportation.

JOHN M. CYROCKI
Director, Great Lakes Reg.

CHANGE OF ADDRESS: FAA employees should send their changes of mailing address for FAA WORLD to the control point in the region or center where they are employed: AAC-44.3; AAL-52.1; ACE-20; AEA-20; AGL-13; ANA-14; ANE-14; ANW-14.7; APC-52; ARM-5; ASO-67.1; ASW-67A7; AWE-15; and Headquarters employees, AMS-112. You should not send change-of-address information to Washington. If you move from one region or center to another, you should submit your change of address to the region or center to which you move on Form 1720-9.

THE WHO'S WHO OF AIRWAY AIRCRAFT

Flight inspection aircraft have been around as long as there's been Federal regulation of the air, and then some. The diversity of the fleet through the last half century reflects the history of aviation, culminating in the latest addition of fast, wide-ranging Sabreliners and Jet Commanders. They're joining a select fraternity of aircraft whose membership encompasses some of the most outstanding, durable aircraft the world has ever known.

The flight-inspection fleet had humble beginnings in 1923 with five Curtiss Jenny training planes borrowed from the Maryland National Guard. It really wasn't even a flight-inspection organization back then; there was precious little to inspect. Instead, FAA's forerunner, the Lighthouse Service of the Commerce Department, labeled them "airways development aircraft" and used them to help design what would become the world's foremost airways stem.

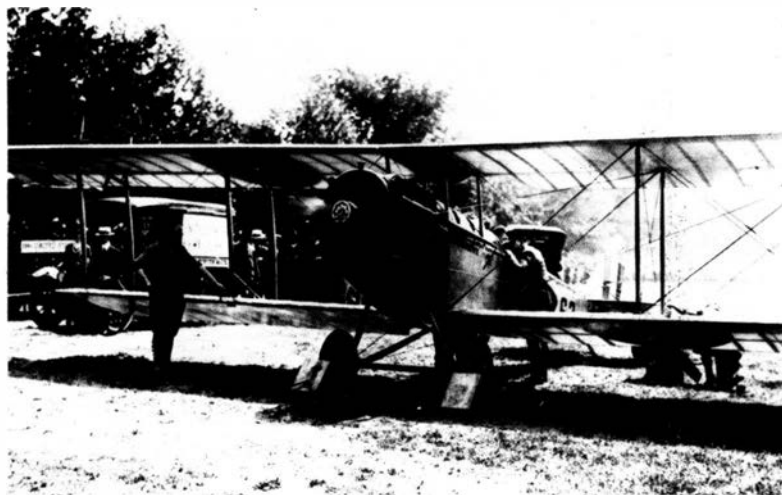
Five Douglas M-4 mailplanes acquired from the Post Office Department were added, followed by three Fairchild "greenhouses" in 1927 that also were seeing mail service. Around 1932, five spanking new Bellanca Pacemakers joined the nascent fleet. Initially they handled the job of charting new airways, then were used for the installation and inspection of the light beacons and emergency landing fields that had been prepared along the airways.

During the late 1930s, the radio revolution transformed aerial navigation and, with it, the government's responsibility. It now had to ensure that the new-fangled gadgets that promised so much accuracy

and safety did function properly and within defined limits.

To carry the massive equipment that typified early electronics, the Bureau of Air Commerce in 1937 obtained three Boeing 247D airliners outfitted with the latest inspection gear available. One of these was the very plane in which Roscoe Turner captured the Bendix Trophy. A Waco UPF-7 in the Southwest Region and Stinson Reliant SR-7 cabin planes entered the fleet also to handle the exploding growth of electronics. The 247s were equipped for checking LFR and marker beacons, and the Stinsons added airborne recording equipment.

By 1940, as the cost of acquiring aircraft grew and aircraft-manufacturing plants geared for World



Curtiss Hisso Jenny

Photo courtesy of Smithsonian Institution

Douglas M-4

Photo courtesy of Smithsonian Institution

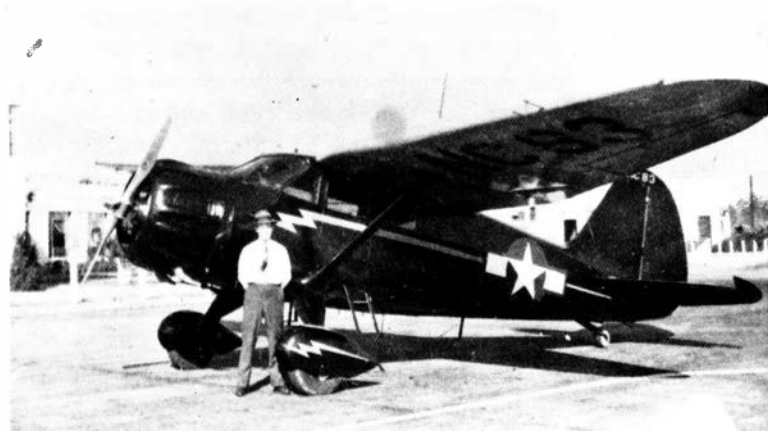


Fairchild FC-2W





Bellanca Pacemaker



Stinson Reliant SR-7 Gullwing



Boeing 247D

Waco UPF-7

Photo courtesy of Smithsonian Institution



War II, the agency—now the Civil Aeronautics Authority and subsequently the Civil Aeronautics Administration—began falling heir to military aircraft in increasing numbers. During the next 10 years, the Cessna T-50 “Bamboo Bomber,” the famous Twin Beech C-45 and the venerable DC-3/C-47 “Gooney Bird” all came to roost in FAA hangars. In the 1950s, the Douglas C-54 joined the fleet; in the 60s, the Lockheed Constellation saw FAA service in the Pacific area, while three Convair T-29s worked in Europe and the Middle East.

Aviation progress continued, and as propellers

Cessna T-50



gave way to turbines, FAA found its responsibilities growing ever higher and faster. Planes capable of inspecting at increasingly higher altitudes and of reaching jet speeds were the next order of business. Five Convair 131Es, later converted to turboprop power as 580s, a pair of Lockheed Navy TV-2 jet trainers, two Martin RB-57 reconnaissance jets and two Boeing C-135 jet transports performed admirably in this function.

Now, the 44 workhorse Gooney Birds and the T-29s in the flight-inspection fleet are being retired with the advent of the 20 new, smaller Rockwell Sabreliners and Jet Commanders and a Beech King-



Douglas C-54



Lockheed Constellation



Beech C-45

Douglas DC-3



Convair T-29



air 200. These twins will offer increased efficiency and operating economy, indispensable in making today's airways safe to fly.

—By Jon Ellis

FAA WORLD wishes to thank the following FAA personnel for their assistance in providing information for this story: David Bailey, manager of the

Oklahoma City FIFO; J. Howard DeCelles, retired, early flight inspection pilot; Howard McCullough, retired, chief of Southwest Flight Inspection and Procedures Staff; Allen Morrissey, retired, chief of the headquarters Aircraft Services Division; and James Vines, chief of the Headquarters Aircraft Programs Division.



Convair CV-580



Lockheed Navy TV-2



Boeing C-135

Martin RB-57



Rockwell Sabreliner-75



Rockwell Jet Commander

Federal Notebook

IMPORTANT PEOPLE

Rep. David Henderson (NC), who heads up the House Post Office and Civil Service Committee, is also chairman of the Manpower and Civil Service Subcommittee; Richard White (Tex) chairs the Retirement and Insurance Subcommittee; and William Clay (Mo) heads up a new subcommittee charged with revising the Hatch Act.

NEW OLD BUSINESS

Rep. Dominick Daniels (NJ) has reintroduced the perennial Magic 80 retirement bill that would permit retirement at any time that age and years of service total 80. It would still provide for a one percent per year reduction in annuity for retirement under age 55.

■ The bill to raise travel allowances has been reintroduced by Rep. Jack Brooks (Tex). It would increase per diem from \$25 to \$35, with a proviso for up to \$50 for high-cost areas, and boost mileage from 12 cents to 15 cents, with GSA authorized to adjust it up to 20 cents under continued inflation. ■ Rep. James Burke (Mass), chairman of the House Ways and Means Social Security Subcommittee, has sponsored a bill to permit optional Social Security coverage for Federal employees. Under the legislation, those who elected to pay the Social Security tax could gain benefits in addition to Civil Service Retirement. ■ Member and former chairman of the House Civil Service Retirement Subcommittee Rep. Dominick Daniels (NJ) has reintroduced a bill to eliminate the annuity reduction required when a retiree elects survivor benefits. A legislative conference in the last session provided for the restoration of the full annuity only

when a spouse died first.

ON THE INSURANCE SCENE

Your last pay slip reflected an increase in regular life insurance premiums of eight cents per \$1,000 of coverage. The increase is necessitated by increased tax and administrative costs, coupled with a growing number of early retirements. Retirees do not pay premiums. ■ Rep. Stewart McKinney (Conn) has sponsored a bill to reduce the decline in face value of life insurance policies that takes place after a retiree reaches age 65. Currently, it drops two percent a month until it reaches 25 percent of its original value (Order 3800.5B). ■ Rep. Dominick Daniels has introduced a pair of bills that would increase the government's share of regular life insurance premiums from one-third to one-half and would increase its share of health insurance premiums from 60 percent to 75 percent in five percent annual increments. ■ Rep. John Burton (Calif) has a bill in the hopper to have the government take over the operation of the health insurance program and increase its premium share to 75 percent.

OPENING THE HATCH

Bills to repeal some provisions of the Hatch Act that forbids partisan political activity by Federal employees have been introduced by Sen. Gale McGee (Wyo), Rep. Quentin Burdick (ND) and Rep. William Clay (Mo). The legislation would permit employees to run for political office, participate in others' campaigns and make public statements. It would still preclude soliciting contributions on the job and using Federal office or influence to influence campaigns.

FOCUS ON WOMEN



BARBARA SMITH-LOGAN (left)
Boston Tower controller
MIRIAM ROUHOW (below left)
Airports program officer
CLAUDINE SPARE (below)
Logistics property disposal specialist



This is the year of the woman. While International Women's Year originated with the United Nations, the FAA is using the event to focus attention on the contributions of American women to aviation development and emphasize the agency's support of equal employment opportunities for women.

Gains are being made in the FAA workforce both in numbers and at more responsible job levels. The positive programs of the New England Region are a case in point. According to the region's Civil Rights chief, Herman Wells, there were 1,867 full-time career employees at the close of 1974, of whom 123, or 6.5 percent, were women. His target by mid-year is to boost that percentage to 8.9. Thirty women hold positions at GS-7 or above as controllers, logistics specialists, purchasing agents, computer operators, flight data aides, budget analysts, administrative assistants, an airport program specialist, an aviation safety inspector and an aerospace engineer.

To increase the opportunities for women, New England carries out programs in recruitment and internal advancement. "We continuously canvass other Federal agencies for qualified women," says Wells, "and we continually go to high schools and colleges to inform students and guidance counselors of opportunities within the FAA. We also give women's professional groups the same message."

The FAA women's recruitment program has handicaps, however, Wells points out. "When we go to a



Executive Officer Jack Ormsbee with first NEAT candidates: from left, MARY MAHER, ALMA WINGOOD, KATHY THIBEAULT and JOANNA GRARO.



HORTENSE McGEHEE
Norwood, Mass.,
GADO safety inspector



MARIAN LAMBERT
Windsor Locks, Conn.,
FSS assistant chief



AILEEN JONES
Quonset Point, R.I., RAPCON controller

DOROTHY ST. JERNQUIST
Headquarters budget analyst

MARIA WRIGHT
Norwood, Mass., tower controller



college, for example, we are in competition with private industry for the best-qualified individuals. Industry can make career promises to a prospective employee that we in the Federal government cannot. Also, while veterans' preference has an important function in the employment picture, particularly for handicapped veterans, this factor does not favor women's recruitment."

In an effort to increase the chances for advancement for employees already on the roles, Executive Officer Jack Ormsbee initiated an unusual upward-mobility program termed NEAT, for New England Administrative Training. Although the program is open to both sexes, women have dominated this scene. In the first year, four women were selected for a year's training in management positions, all of whom were promoted after successfully completing their training periods. Last year, two of the three candidates were women.

As elsewhere, a Federal Women's Program was established in the region. The current coordinator, Mrs. Helen Haddow, is a program assistant in the Engineering and Manufacturing Branch of Flight Standards. Her role is to seek out women for FAA careers, assist in their upward mobility and identify their professional needs.

To enlighten women on the opportunities within the FAA, the region held its first FAA Women's Day program last year. "I want to get women in the FAA professionally involved, find out what they want from FAA and what FAA can gain from them," the Civil Rights chief explained. One way of doing this, he says, is to bring them into the regional headquarters from field activities and vice versa. He feels that it provides a good chance to "rap" and get a cross-pollination of ideas. "An increase in professional knowledge for all concerned has got to be the result," he added.

—By "Vet" Payne

WORD SEARCH

By Danny R. Woodfin,
Washington ARTCC

Here's another chance to have a go at puzzling out hidden words. This time, it's the stock in trade of air traffic control. The words or acronyms read forward, backward, up, down and diagonally, but are always in a straight line and never skip letters. The words overlap and letters are used more than once.

Use the word list if you must, but try covering it first. All 65 words can be found. Circle those you do find and cross them off the list. The acronym "IFR" has been circled to get you started. When you give up, the answers may be found on page 18.

^ID	HEADSET
RCRAFT	HOLD
AIRPORTS	IDENTIFICATION
AIRWAYS	IFR
ALTIMETER	INTERSECTION
ALTITUDE	NAVIGATION
ALTRV	MAP
APPROACH	NOTAM
APREQ	PATCO
ARC	PHRASEOLOGY
AREA	PROGRESS
ARRIVAL	RADAR
ARTS	REPORT
BEACON	RUNWAY
CARF	SAGE
CEILING	SEPARATION
CENTER	SEQUENCE
CHART	SERVICE
CLEARANCE	SID
CLIMB	TACAN
CODE	TEAM
CONTROL	TERMINAL
CORRELATE	TOWER
DESTINATION	TTY
DEPARTURE	TURBULENCE
FARS	VECTOR
FAM	VFR
FINAL	VOR
FIX	VORTAC
FLIGHT PLAN	WAYPOINT
SS	WINDS
WINDOFF	WSFO
READING	

A I R W A Y S E N O I T A N I T S E D A
 E C N I S B I H A E N V D S F B A E E R
 R L H N V F J X D F A L O R T N O C P K
 A E E D O C O U Y A W N U R O H N I A S
 T A W S R C T E R M I N A L T E D V R N
 I R J O E I A I R P O R T O L A G R T O
 D A B A T P S E W U T P Z U M D C E U I
 E N O L L Q A F B S U H B A H S L S R T
 N C A A D T S R S E A R O X E E R D E C
 T E N I X S R E A N U A T L A T J A T E
 I I R A D A R V D T P S R E D W M F N S
 F F L C Z G F O B R I E I M I A R C E R
 I K D O O E F I E N T O A D N Y O L C E
 C H A R T F N Q L E B L N R G P T V P T
 A P P R O A C H M M W O S X R O C R L N
 T A K E B R K I I A V G N I L I E C H I
 I T D L R S T L F T T Y V F R N V I B O
 O C M A P L C T R O P E R Y G T M A U N
 N O I T A G I V A N N A L P T H G I L F
 G Y S E Q U E N C E C T A I R C R A F T



UPPA US SAFETY MAN—*Lou Monger has been appointed accident prevention program coordinator for all of Alaska. Formerly a flight instructor, operations inspector, Academy general aviation instructor and accident prevention specialist, Monger has amassed 7,655 hours of flying.*



CERTIFICATING FIRST—*Ramon Gibson (right) of the Southwest Region's Flight Test Section discusses with Vought Helicopters pilot Jake Hart the autopilot system that helped the Vought Gazelle become the first civilian jetpowered chopper approved for single-pilot IFR.*

PURE PLEASURE—*Danny Alvarez is obviously enjoying himself water skiing on San Diego's Mission Bay. An experienced skier, he also does single skiing. What's worthy of note is that Danny—the son of Mrs. Pauline Alvarez of the San Diego FSS—is blind.*

Photo courtesy of San Diego Union

FACES and PLACES



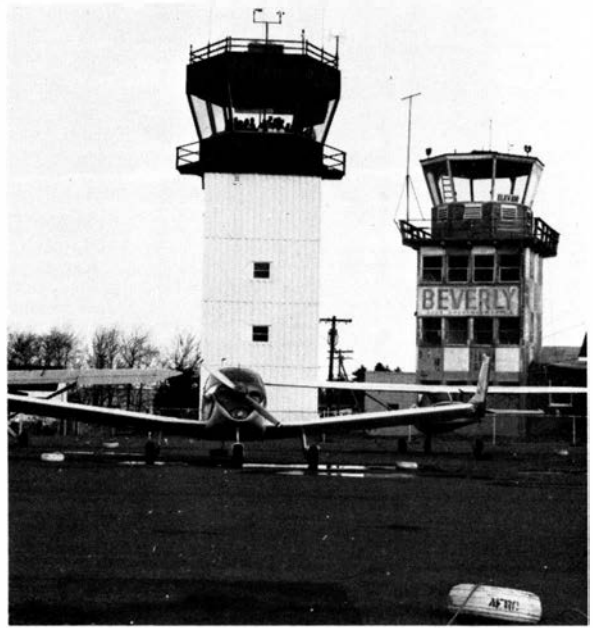
RARE, HEALTHY SPECIMEN—*Al Berry (center) of the Kennedy International Airport AF Sector is presented a certificate giving him membership in the 3,000 Hour Sick Leave Club (that's 75 weeks!) by AF Division chief Paul Bohr (left) and sector manager Robert Goldman.*

A GOLDEN OCCASION—*Deputy Administrator James Dow (standing) broke bread with the golden anniversary class of the Executive School in Charlottesville, Va. He presented desk pen sets to staff members, which the class purchased to mark the occasion. The school began in October 1959.*





MR. SECURITY MOVES ON—Northwest Region Air Transportation Security chief Max Shaffer, who helped organize the sky marshal program, has transferred to USDA as Regional Director of Investigations in San Francisco.



THE NEW AND THE OLD—Dedicated and commissioned in January, the new, modular Beverly, Mass., Tower stands beside the old tower built during World War II.



MUSH MASTER—Green Bay, Wis., Tower chief Phil Krinsky reluctantly agreed to be a passenger on a dog sled owned by tower secretary Donna Jahnke, who races her five huskies in dog sled racing competitions.

Photo by Ett Shalin

NO COMMUNICATIONS GAP—Commendations from the Administrator were presented to Eastern Region duty officers Gene Flood (center), William Nantz and Gilbert Callender (not shown) by Communications Center chief Salvatore Perricone (left) for exceptional service when two major air accidents occurred on a Sunday. They handled dozens of calls from the news media and concerned individuals, as well as kept key FAA personnel informed of developments.





Art and special effects by Len Fletcher

REVERIE--MEIGS
FIELD TOWER
CHIEF DANGEROUS
DAN COMERFORD
VISUALIZES HOW
LAKEFRONT AIR-
PORT WOULD
LOOK AFTER EXE-
CUTING HIS AP-
PROACH TO CUT-
TING THROUGH
BUREAUCRATIC
RED TAPE.

Banaquack prevails in THE CASE OF THE NABBED CAB

“**D**angerous Dan Comerford” is a sneaky character. After many unsuccessful attempts to have a new tower built at Chicago’s Lakefront Airport (alias Meigs Field), Dangerous Dan decided to take matters into his own hands.

With the aid of his trusted associates—Paul Marazita, Alberto Furan and Pete Cuisinier—and under the cover of darkness, Dan managed to pull off one

of the most sensational capers in the annals of crime: They stole the world’s busiest control tower!

But even this peccadillo must out. Enter super-sleuth “Lou Banaquack Million” and insurance representative John Cyrocki, and the jig was up. Although foiled in this attempt, Dangerous Dan and company get twinkles in their eyes whenever a new tower is mentioned.

—By Neal Callahan



IN THE DEAD OF NIGHT, COMERFORD (IN THE GONDOLA) WITH PEDAL PILOTS ALBERTO FURAN AND PAUL MARAZITA AND PETE CUISINIER AS BALANCING BALLAST STEALTHILY WHISKED AWAY THE O'HARE TOWER THROUGH DOWNTOWN CHICAGO.



JOHN CYROCKI, REPRESENTATIVE OF "THE BOTTOM OF THE ROCK INSURANCE CO.," COMFORTS O'HARE TOWER CHIEF PAT O'SULLIVAN, ASSURING HIM THAT THE COMPANY WILL MAKE GOOD.



SUMMONED TO THE SCENE OF THE DASTARDLY DEED, ACE INVESTIGATOR LOU BANAQUACK MILLION ARRIVES WITH HIS TRUSTED CHAUFFEUR, POPP, AND TWO ABLE-BODIED ASSISTANTS, MAEME BREIHAN (LEFT) AND JUDY PASCHALL.

OUR HERO, BANAQUACK (BEHIND TOWER, SUPPORTING IT), AND POPP RETRIEVE THE PURLOINED TOWER AND, MUCH TO THEIR CHAGRIN, ARE FORCED TO RETURN IT BY CAR BECAUSE A GTR WAS NOT ISSUED, PREVENTING THEM FROM AIRLIFTING IT BACK.



DIRECT LINE



Q. In the December issue of *FAA WORLD*, your answer to the first question in Direct Line was that the \$6 lodging rate was established after it was found that the Oklahoma building owners were willing to reduce their rents. Fine. But why the discriminatory rate of \$10 for meals? Is it any cheaper to eat out in Oklahoma City than in the rest of the country? The regular TDY meal rate is \$12. With the rising cost of food, even that isn't enough. If a student takes his wife and/or can cook, he can make ends meet. If he can't cook and has to eat out three meals a day, \$10 isn't enough to cover meals and miscellaneous.

A. The Aeronautical Center continually studies the costs of various services to students attending the FAA Academy. These studies had shown that meals and other services were cheaper in Oklahoma City than in many other parts of the country. A \$10 per diem rate above the cost of lodging was then adequate in the Oklahoma City area. However, approximately seven months ago, it was found that meals and other expenses had increased to the point where \$12 per day was required for student subsistence. A change was proposed and made effective last December 1. The Aeronautical Center student subsistence rate was increased from \$10 to \$12 per day, which was authorized by a message from the Office of Accounting and Audit, dated Nov. 21, 1974. You may be assured that the Aeronautical Center will continue to keep a close watch on both the cost of lodging and subsistence for students attending the FAA Academy, and changes in rates will be proposed when warranted.

Q. I am an Airway Facilities Sector watchstander. Our watch schedule is five days, six evenings, six days, seven midnights. I am unable to adjust my sleeping habits to these changes, and I average four hours of sleep while working the mids. Sometimes, I make mistakes in my work due to fatigue. Also, I have had close calls while driving to and from work. I am irritable at home, so my family is affected, too. Upper

management has stressed communication and staff that the employee was the most important asset that FAA had. With these two things in mind, why hasn't a medical study been made to find the watch schedule that is least detrimental to one's health? The ARTCCs have medical facilities that could tabulate employees' blood pressure, mental alertness and other necessary data.

A. What you suggest has been done. A study conducted by the Civil Aeromedical Institute concerned an evaluation of the effects of various workshift schedules. It revealed no detrimental effects resulting from the various shifts, including the so-called 2-2-1 shift. An extensive research project is currently in progress under a contract, which is designed to collect data—both physiological and psychological—on a set group of ATCS. This project will cover several years and may provide a basis for decisions and policies concerning the working environment.

Q. I would like to know the official position of the FAA nationally and the Central Region specifically on the matter of carpooling at air traffic facilities.

A. The Federal government (GSA) and, consequently, the Department of Transportation encourage carpooling at all government facilities as a matter of policy. At those facilities where parking is restricted—that is, where the demand for parking spaces exceeds the supply—a priority is given to carpools (the more occupants per car, the higher the priority) with the goal of reserving 90 percent of the parking spaces for carpools. In the Central Region, carpooling for field facility employees is endorsed in the interest of energy conservation, but is not mandatory. An official policy has not been published because all facilities indicate that sufficient vehicle parking is available for all employees at the work location. Under such conditions—where each employee has a slot available—a carpooling mandate would have little effect, as such a policy is most effective where parking is difficult to obtain. At the Central Regional Office, where parking near the work locations is in short supply, an official policy is in effect by which carpool drivers with the largest number of occupants are afforded free parking in a limited number of slots in a GSA lot.

Is there something bugging you? Something you don't understand? Tell it to "Direct Line." We don't want your name unless you want to give it, but we do need to know your region. We want your query, your comment, your idea—with specifics, so that a specific answer can be provided. All will be answered in this column, in the bulletin-board supplement and/or by mail if you provide a mailing address.

Better two-way communication in *FAA WORLD*'s "Direct Line" is what it's all about.

MR. SECRETARY



The new Secretary of Transportation is a man who believes “the name of my problem is to solve human problems” in the transportation field. William T. Coleman, Jr., 54, who was sworn in as Secretary on March 7, came to the Department from a prestigious Philadelphia law firm where he has been a full partner since 1956.

Coleman’s legal career includes 11 years as the Special Counsel on transit matters for the city of Philadelphia. Early in his career, he co-authored the legal argument that helped persuade the Supreme Court to declare public school segregation unconstitutional. As president of the NAACP Legal Defense and Education Fund and in many other activities, he has long been in the forefront of the civil rights movement.

His lengthy record of public service activities, in addition to his legal career, includes consultative and appointive positions with organizations created by four former Presidents. These bodies were concerned with government employment policy, civil rights,

productivity, price stability and the investigation of President Kennedy’s assassination. He was a member of the U.S. delegation to the United Nations in 1969 and presently serves on numerous bodies in Philadelphia devoted to civic and artistic endeavors. He was also a director of Pan American World Airways.

Coleman received a bachelor of arts degree summa cum laude from the University of Pennsylvania in 1941 and a law degree magna cum laude from Harvard Law School in 1946. He is married and has three children.

When asked during his Senate confirmation hearings about the balance among various modes of transportation in the U.S., he said it seems “not to be in the proper proportions.” Regarding pollution control and safety in transportation, he remarked that “we live not only for our present generation, but for future generations.” He pledged to the Senate committee to consult with the public and other government bodies, saying “I will ask anybody I think can help with the job.”

A RAPCON — THEN

The McClellan Radar Approach Control handled over 260,000 aircraft last year, ranging from private planes to airliners and supersonic military jets that flew over California's Sacramento Valley.

The need for an approach control facility brought together personnel from the Oakland Center and the Sacramento Tower in 1948. Their discussions led to its siting at the Sacramento Municipal Airport.

For the first 10 years, manual control was used,

until the growing traffic of the three nearby Air Force bases—McClellan, Mather and Beale—resulted in the use of long-range defense radar under the control of the Civil Aeronautics Administration. The new radar facility was launched at Mather AFB in 1959, jointly manned by the now FAA and Air Force controllers. This radar was later replaced by FAA-built systems.

Mather RAPCON remained in operation until



The first Sacramento Valley approach control facility was at the old Sacramento Municipal Tower in 1948.



When radar entered the picture, controllers (left to right) Bill Gable, Thurber Thompson, Gene Monahan, Bob Bartley and Larry Morton manned the scopes at Mather AFB.

Today, team supervisors Gearold Martin (background) and John Roe take incoming calls at the sleek watch supervisor's desk in the McClellan RAPCON.

Data systems specialist Robert Ferdon (foreground) checks over the computer program for the day, while John Lindsay performs a preventive maintenance inspection of the ARTS III data processing unit.



AND NOW

1964, when a larger facility was built at McClellan AFB. The McClellan RAPCON—known to many as Sacramento Approach Control—gained a new wing and ARTS III capability in 1973 and added Sacramento Metropolitan Airport and smaller satellite civil airports under its radar umbrella. Today 65 FAA and Air Force air traffic personnel and 20 FAAers in the Airway Facilities Sector Field Office keep this vital facility in operation. —By Norman Harris



The old new RAPCON established at McClellan AFB in 1964.

The main floor of McClellan's new control room features horizontal displays with overhead consoles.



NUMBERS GAME . . . Yes, it really is a "small world." A California man proved this recently when he stole a Cessna 182 in Albany, Ore., painted on a new registration, or "N" number, to avoid detection and flew to Sky Harbor Airport in Phoenix. So far, so good. But unfortunately—for him—he parked the aircraft on the same flight line and only a couple of spaces away from another Cessna 182 which was legally displaying the same "N" number. Someone noticed the duplication and notified the airport police who promptly took the California man in custody. Now the odds against this kind of thing happening are at least 915,300 to one, according to Paul Yost, chief of the Aircraft Registration Branch at Oklahoma City. "That's how many different possibilities there are in our numbering system," he says, "and the chances of some ol' boy picking a duplicate number are just phenomenal."

BELIEVE IT OR NOT . . . Everyone has heard and probably used the phrase "down the tube," meaning something (or someone) has been lost or discarded and can't be retrieved. But do you know where the phrase originated? Ray Kerwin, FAA tower chief at Capital City Airport in Lansing, Mich., says he does, and we're not going to argue with him because we have to fill this column somehow. Ray writes, "It started with FAA controllers and referred to the 'drop tube' between control tower and radar room down which the controller drops the instrument flight progress strips for departing aircraft. It goes from the local controller, who issues clearances for takeoff, to the departure controller, who will control the aircraft immediately after takeoff. Somewhere, somehow, it happened that when a controller got in over his head and the planes were coming out of the woodwork, the expression that he was 'going down the tube' began. We were all surprised as hell when we started hearing it being used by others." Anyone who wants to argue with Ray on this should write him and not us.

PERSON TO PERSON . . . Male chauvinists took another one on the chin recently when a woman who operates a propeller-overhaul repair station in Broomfield, Colo., applied for an FAA Repairman Certificate but demanded that any reference to gender be deleted from her certificate. FAA didn't bat a collective eye but showed it was in tune with the times by issuing its first Repairperson Certificate.



Photos by Al Garvis



On location film crew (left to right): Stefan Dobert, cameraman Jim Hall and soundman Lee Alexander.

Making a movie of WHITE ON WHITE

The weather was too good. He was looking for what any pilot in his right mind wanted to avoid—whiteouts, icing, snow, emergency landings.

Obviously, he was no pilot. Stefan Dobert was looking for the wherewithal to provide pilots with “Some Thoughts on Winter Flying”—the title of the film he was making. The executive producer for motion pictures in the Office of Information Services, Dobert was in Alaska with Jim Hall, a cameraman on loan from the Department of Agriculture, and Lee Alexander, a freelance soundman from Malibu, Calif.

“We wanted to get experienced pilots to talk about the problems of winter flying in a place where conditions were the most rugged,” Dobert explained. A good cast was assembled, including the late “glacier pilot” Don Sheldon, retired FAA technician and now air taxi pilot Jack Jefford and FAA pilot Tom Wardleigh.

The set was more difficult. When Dobert arrived, Anchorage had no snow. When they went looking for icing conditions, conditions weren’t right. They wanted to film a crash site and search and rescue, but that was a safe week. Finally, the weather did close in for two days of intensive shooting, much of it in the air. The crew flew to oil pipeline construction camps at Galbraith, Happy Valley and Prudhoe Bay, around Mt. McKinley and to Kenai, Palmer, Talkeetna, Cordova and Homer.

On the ground, the cold beset them, with temperatures as low as 35 degrees below zero plus a 15-knot wind that gave a wind-chill factor of 65 degrees below zero. It was so cold and dark in Deadhorse that they could do no filming, for to handle the equipment, their gloves had to come off. In one sequence of the landing of a Twin Otter, the camera froze, slowing down as the plane went into its rollout.

Often, the aperture ring would freeze, it became difficult to focus and batteries would poop out, even though kept close to their bodies.

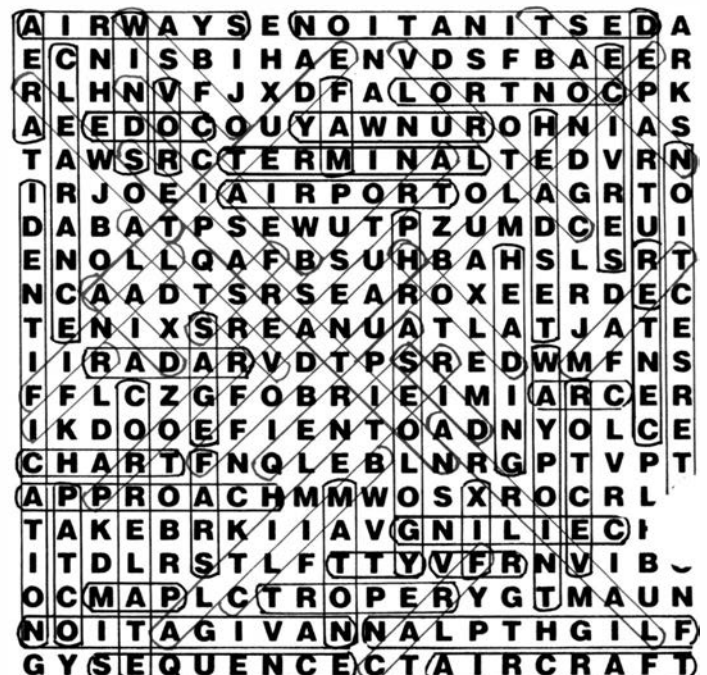
In their filming, Dobert had the dubious, but necessary, thrills of showing a landing on a Mt. McKinley glacier and flying into whiteouts, where earth and sky meet, but the pilot can’t tell where.

Dobert met with extensive cooperation in the Big Land, which helped offset the problems. Assistance was provided by Mel Derry, Flight Service Division chief; Sam Lewis, General Aviation Branch chief; Lou Monger, accident prevention program coordinator; accident prevention specialist Chuck Bernes; and Al Crook, Anchorage GADO chief.

Dobert has worked all sides of his craft—as cameraman, editor, writer and director—freelancing, in Europe working on documentaries and for the Department of Agriculture. Other new films include ones on stalls and spins and takeoffs and landing. In the offing are films planned on mountain flyi overwater flying and a major documentary to commemorate the dual milestone of the Bicentennial and the FAA’s 50th Anniversary in 1976.

Word Search Answer

(Puzzle on Page 9)



LET THEM EAT CAKE!

Americans are overpackaged and overconvenienced, and, rather than yield to baking mixes, many kitchen wizards prefer the results they get from doing it themselves.

If you prefer cakes made from scratch, you'll find Juanita Miller's Syrian Apple Cake a mouthwatering delight. The wife of Glen Miller, chief of the Rocky Mountain Airway Facilities Division Evaluation Staff, Mrs. Miller has a novel recipe that will be a conversation piece. It did originate in Syria and was given to her mother by a friend of the family.

—Story and photo by Al Barnes



First cut of this treat goes to daughter Cynthia.

What's your favorite recipe?

SYRIAN APPLE CAKE

4 cups Jonathan apples, peeled and chopped
2 cups sugar
1 cup cooking oil

Stir and let stand one hour

Sift over above mixture:

3 cups all-purpose flour
1 teaspoon each cinnamon, nutmeg and cloves
2 teaspoons baking soda
½ teaspoon salt

Beat 2 eggs and add to mixture

Add 1 cup pecans
Pour into greased and floured 2½-3 quart bundt pan

Bake at 350 degrees for one hour or until toothpick inserted in center comes out clean.

Frosting:

¼ cup melted butter
2 tablespoons honey
2 cups powdered sugar
2 tablespoons milk
Mix and pour over cooled cake.

HEADS UP

CENTRAL

William Pyron has been selected as the Airway Facilities Sector manager in Omaha, Neb. . . . Getting the nod as an assistant chief of the Des Moines, Iowa, Tower is Benny Kirk . . . the new data systems officer in the Kansas City ARTCC is Robert Way.

GREAT LAKES

The Appleton, Wis., Tower has a new chief in Russ Lincoln . . . Elmer Tatten has been named the chief of the Battle Creek, Mich., Combined Station/Tower . . . Wilford Linke was selected as deputy chief of the Minneapolis ARTCC . . . A new assistant chief of the Columbus, Ohio, FSS is Carl Beyer . . . James Freeman has been named an assistant chief at the Terre Haute, Ind., FSS . . . Thoma Glaze was picked for an assistant chief's slot at the Evansville, Ind., Tower . . . Getting the nod for assistant chief at the Kalamazoo, Mich., Tower was Cecil Curtiss.

NORTHWEST

The region's new chief of Air Transporta-

tion Security is George Lewis, replacing Max Shaffer.

SOUTHWEST

Roy Flemmons of the Evaluation Branch has taken over as chief of the Dallas TRACAB.

WESTERN

R. Lee Jones, deputy chief of the McClellan RAPCON, has become chief of the San Jose, Calif., Tower . . . Al Riedel has taken over as chief of the Chico, Calif., Tower . . . Taking the helm of the Brackett Field Tower in LaVerne, Calif., is Jerry "Pappy" Yocom, formerly assistant chief at the March AFB RAPCON.

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You've seen wake vortices depicted in experimental situations at NAFEC, but this is the real thing. A Boeing 747 making one of the first landings at Dallas-Fort Worth International Airport last year graphically demonstrates the wingtip vortex phenomenon, as cement dust from the new runway is swirled by the big jet.

Photo by Dave Teeter

