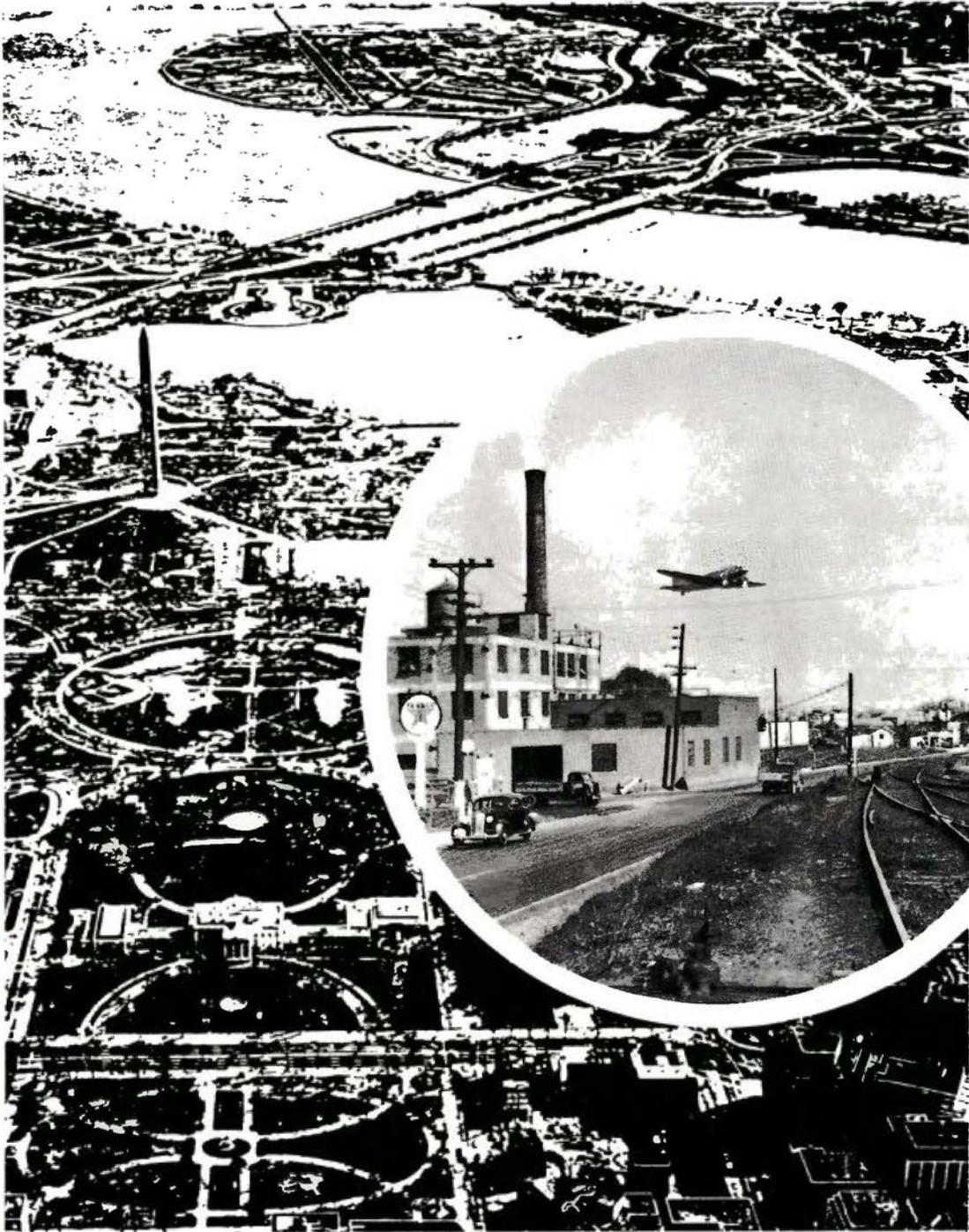


F99 WORLD

April 1979



Turbulence on the Potomac

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Secretary of Transportation, Brock Adams
Administrator, FAA

Langhorne M. Bond

Assistant Administrator—Public Affairs

Jerome H. Doolittle

Chief—Public & Employee Communications Div.,
John G. Leyden

Editor, Leonard Samuels

Art Director, Eleanor M. Maginnis

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The cover: The time is 1938 and the scene is U.S. Route 1 adjacent to Washington-Hoover Airport, a predecessor to Washington National Airport. A passenger plane takes off over small factories and high-tension wires, skirting a high smokestack. The remedy for this is told in a chapter from the forthcoming third volume of the FAA history on page 12.



Electronics technicians are plagued the worst when winter storms strike. This one was on his way to clear a snowed-in glide slope antenna on O'Hare when his vehicle got stuck in a snowbank. He had to walk a mile to get a shovel and summon assistance.

It's getting to be a habit. Last year, the Midwest and the Northeast—particularly New York State—took a lashing from winter weather. This year, winter returned with a vengeance across the northern tier of the country, most especially in the Midwest.

It is said that the earth is descending into the next ice age, but to have viewed the January and February landscape is to suspect that its coming is not going to take a few thousand years.

NAFEC had a new record for snowfall that topped the mark set 15 years ago. In an 18-hour period, 17.1 inches of snow blanketed the area and, in rural New Jersey, kept many employees snowbound in or out of the center three days later.

Long known for paltry snows—enough to foul up traffic but not enough to enjoy—the nation's capital has been getting a more liberal share in recent years. This year, a 56-year record was shattered when 24 inches of snow dropped on the Washington area in a single storm. Washington National and Dulles International Airports received over 18½ inches of snow, resulting in the former closing for 14 hours and the latter for 11 hours.

While Washington's big storm came on the Washington's Birthday holiday



The Ice Age Cometh



Huge piles of snow were commonplace along roads and runways, but much of it had to be trucked away from ramps, taxiways and runways to prevent interference with communications and landing systems and to uncover edge lighting systems.

It wasn't a night club floor on New Year's Eve but the O'Hare terminal. The passengers would have gotten just as far dancing, though, as a snow storm socked in the airport for the holiday.



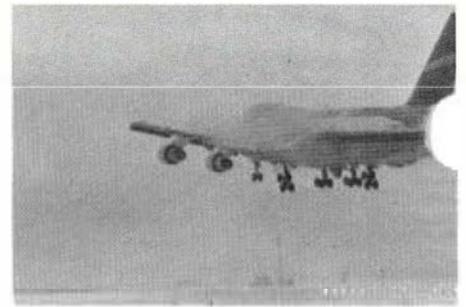
after another more modest snowfall had virtually disappeared, the Midwest's blizzard was nearly two month's long, snowfall piling up on snowfall, beginning with a foot or so on New Year's Eve. Many veterans of Chicago felt like throwing in the towel this year as the repeating snows were matched by one Canadian air-pressure system after another that kept the mercury well below zero.

The winter's wrath was felt by FAA employees throughout the area. Some Chicago Center controllers living in Plano, Ill., southwest of the facility, were "lucky" enough to experience the record low temperature for the state—32 degrees below zero. Up in Houghton, Mich., was one of the world's snowiest places with over 250 inches by January. Employees at the Airway Facilities Sector Field Office there traveled to facilities in a "Little Green Monster"—a rubber tracked vehicle that goes where a snowmobile can't. In Marquette, Mich., a new record low of 37 degrees below zero shattered the old mark in February.

Although most transportation staggered and fell to its knees, FAAers kept 'em flying for the most part. A master of understatement, South Bend, Ind., tower chief Robert Flower quipped, "Operations were just slightly reduced because of the great weather conditions." With a normal daily average for landings and takeoffs of more than 400, South Bend handled 24 and 23 airport operations on two successive days in January. In Lansing, Mich, tower chief Ray Kerwin reported a total of six operations in two days.

In all, the storms of December 30, January 13 and January 24 dumped nearly 40 inches of blowing snow on O'Hare International; February added four inches more and in southern Illinois up to a foot. The problem at O'Hare, Washington National and other airports was that the snow-clearing crews couldn't stay ahead of the snowfall. The day after the first blizzard, O'Hare had 547 operations—about 25 percent of normal. Following the big snow of January 13, O'Hare closed for one day.

The biggest problem was clearing the runway lights, which is basically a



A Boeing 747 touches down on O'Hare's Runway 14R in near absolute-minimum conditions. Despite some problems, FAA facilities stayed on the air through most of the blizzards that hit this year.

manual chore, and, for the first time, excavating the instrument landing systems. Airway Facilities personnel probably had it hardest. After they struggled through the snow and cold just to get to work, they had to go back out in it to do their jobs. Glide slopes, even if not buried, caused trouble, since antenna reflections off the snow banks caused the beam angle to shift. The only solution was to get the snow moved or at least packed down.

The magnitude of the storms' impact was relected in the flight service stations. While the Chicago FSS's preflight briefings were nil, the Notices to Airmen (NOTAM) system was clogged, inundated with messages on runway and airport closings.

General Aviation inspectors found themselves flying desks for a few days as flight testing came to a halt; written tests continued, however.

Many FAA employees were stranded at their jobs. The tales of privation are legion, but for a pair of controllers at the Moline Tower in western Illinois, it wasn't as bad as it might have been in their 30-hour stint—they ate well, if monotonously, with five pounds of hamburger, two dozen buns and a microwave oven.



Photo courtesy of United Air Lines



When roads were passable, employees faced the problem of excavating their cars and getting them started. Here, Regional Office employees Cathy Elwardt (left) and Jeanette Wernert begin their chore.



A recent addition to the Houghton, Mich., SFO is pale green and floats on rubber tracks over snow depths exceeding 40 inches. Chief John Scott (left) and electronics technician Dickie Stuffle rely on "The Little Green Monster," since they found that snowmobiles are swallowed up in the yards of snow that fall on Houghton.



The view from the window of the GADO at the Dupage County Airport in mid-January did not bespeak activity. Written tests were the closest many pilots got to aviation for a couple of days following each snow.

WORD SEARCH

By Linda M. Enarson
Western Region Logistics Division

Both common and arcane terms in the field of logistics form the subject of this month's puzzle. They read forward, backward, up, down and diagonally, are always in a straight line and never skip letters. The words may overlap, and letters may be used more than once.

Use the word list if you must, but try covering it first. All 40 words can be found. Circle those you do find and cross them off the list. The word "orders" has been circled to get you started. When you give up, the answers may be found on page 19.

BID	FRV	LOGISTICS			
CONTRACTOR	GRAPHICS	MAIL	PROPERTY	RFP	TORT
DEPOT	GSA	MATERIEL	PUBLICATION	SUPPLY SUPPORT	UTILITIES
DIRECTIVES	HOUSING	MOTOR FLEET	PURCHASING AGENT	TELECOMMUNICATIONS	VEHICLES
DRILL	IFB	ORDERS	REAL ESTATE	TELETICKETING	WARRANTY
ENERGY	INTERFUNCTIONAL	PHONE			WAREHOUSEMAN
EXCESS	INVENTORY	PRINTER			
FORMS	LAW	PRIORITY			
FTS	LEASES	PROCUREMENT			

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

SILVER THREADS AMONG THE GOLD

... If you're worried that advancing age will turn you into a physical wreck and a mental incompetent, former FAA medical researcher Dr. Stanley Mohler has some good news and some bad news for you. Now on the medical staff at Wright State University, Dr. Mohler recently completed a report on pilot aging for the Flight Safety Foundation. In it, he (here comes the good news) dispells many of the myths about growing old and concludes (and now the bad news) that people can hold the line against Father Time by regular exercise, watching what they eat, cutting down on the booze and swearing off cigarettes. We've seen a summary of Dr. Mohler's report and are impressed, for example, by study results showing that active older people who participate in running and racquet sports can match the reactions and movement times of sedentary people 40 years younger. But, hey, if you've got to live your life like a monk, forget it!

BEAUTY AND THE BEAST ... Once upon a time, there was this helicopter



pilot on a firefighting mission in central California who spotted this young lady on the ground attempting to acquire a suntan over her entire body, if you know what we mean. So natchery, like any red-blooded American man, he forgot about the forest fire raging in California's Big Sur area, circled the woman to take pictures and then landed to ask her for a date or whatever. Unfortunately, he left the engine running and the helicopter started to lift off, prompting one of his three non-pilot passengers to attempt corrective action. The helicopter promptly pitched over on its side and beat itself to death, although none of the three fire fighters was injured. The owner of the helicopter subsequently sued the manufacturer claiming that the air-

craft should have had a positive control lock to keep passengers from messing with things they shouldn't be messing with. The trial lasted three weeks, but it took the jury only 40 minutes to decide against the helicopter owner. As for the pilot, no one seems to know how he made out with the sunbather, but one would have to conclude that he has a limited future in aviation.

UNSAFE AT ANY SPEED ... In an effort to broaden the scope of this column and give it a total transportation look, we're including a non-aviation item here as sort of an experiment. We want to see if it flies, so to speak. The item concerns certain radar equipment used by Florida police to trap speeders. According to an Associated Press story out of Miami, a local TV station ran some tests with the equipment and clocked a tree doing 86 miles per hour and a house doing 28 miles per hour. We're not the least bit surprised by these results. Everyone knows that a house doesn't move as fast as a tree, especially when you're the one who's trying to unload it.



Charleston Gazette photo by William Tiernan

Cool Hand on a Deadstick

The Piper Arrow is at 3,500 feet above hilly Pocatalico, W. Va., heading for Charleston, a dozen miles away, when, in rapid succession an oil line breaks, the cockpit fills with smoke, the prop surges, the engine clatters, oil pressure drops to zero and the engine seizes!

There are no emergency landing fields available, but pilot Michael Blount had providence in the right seat—Charleston GADO inspector Walter J. Moor, who was testing Blount for his Flight Instructor Certificate.

“I’ll take it!” said Moor, as the aircraft barely missed the next ridge. Below them now stretched Interstate 77, the only possibility of a suitable and attainable landing area. Being under Charleston approach control, he notified the tower of his predicament.

Recognizing the need for setting up maximum glide performance with the plane sinking about 1,000 feet per minute, Moor grabbed the landing gear up lock switch to prevent the gear from extending automatically and creating drag.

The highway had to be it, but where?

Landing to the south would require only a 45-degree change in heading, but it was loaded with cars. The median strip? Too steeply graded with a ditch in the center. The only way to go was north. That would require a 110-degree turn, and the highway curved. But the curve was manageable, he judged. There were two cars abreast going about 60 miles an hour; the next group of cars was a quarter of a mile back. He had to put it down between them.

Moor nursed the plane down and then discovered to his horror that a high-voltage power line stretched across the highway at about 100 feet. There was no turning back, however.

His mind worked feverishly but instinctively from over 10,000 hours of flying experience: Leave the anticollision lights on . . . maybe put the nav lights on, too . . . oh, put all the lights on. Get the master switch off if it looks as though we’re gonna hit something. Fuel pump off . . . fuel selector valve in off position. Hope those cars don’t slow down or the ones behind speed up! Here come the power lines! We’re under them; we made it!

The landing was smooth and without

damage to the aircraft, vehicles, persons or property.

Meanwhile, Charleston Tower controllers, aware that GADO inspector Walter Fenstermacher was administering a helicopter flight certification test in the area, contacted him and directed him to the location of the downed aircraft. He arrived within four minutes of the emergency landing.

Since there was still danger from speeding ground vehicles, the two inspectors, the two flight test applicants and a highway patrolman pushed the plane half a mile to a level portion of the median strip.

By sheer coincidence, that very morning, accident prevention specialist Harold Simpson and inspectors Moor and Fenstermacher had discussed the causes of accidents, making the point that every in-flight emergency, including engine failure, does not mean that there has to be an accident—that the quality of training, knowledge and experience, skill and awareness, along with the control of panic, can prevent many accidents.

Inspector Moor is living proof of that thesis.

By Irving Moss

“Hello,” a voice answers over the telephone. “You have been connected to the Teterboro Automated Flight Service Station. This is a computer talking. How may I help you? Would you like to file a flight plan? Do you want a briefing? Would you like to talk to a specialist?”

It's not “Hal” from the movie “2001” talking; it's FAA's Mass Weather Dissemination Exploratory Engineering Model at NAFEC. This mouthful is an operational system being evaluated that will permit pilots to brief themselves via a single telephone call. At the heart of the system is a digital computer with a disc memory, an Utterance Recognition Device (URD) that is programmed to recognize 27 spoken words and numbers, a message composition unit, an encoder for converting spoken words to digital form and a system-switching unit that connects the caller to whatever service he wants.

It's still a long way from a fully automated FSS that FAA hopes to develop, but a somewhat abbreviated version of the computerized station would be made operational in about a year after the Airway Facilities Service approves the program, according to

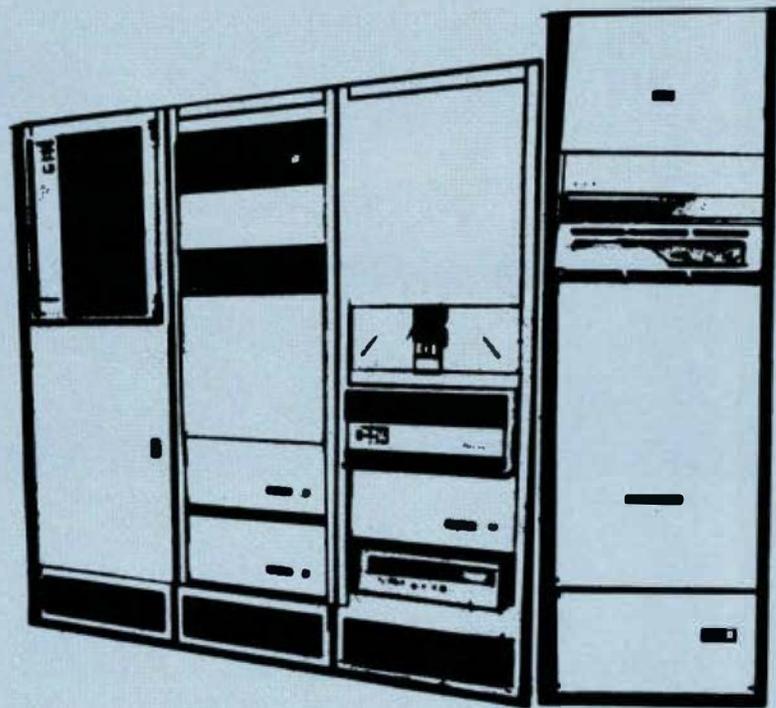
NAFEC program manager Frank T. Staiano. Also being looked into are pilot direct flight-plan filing and automatic message composition, which will aid in preparing Pilots Automatic Telephone Weather Answering Service (PATWAS) data.

Staiano believes this will cut the current PATWAS workload and the overall system will reduce specialists' time in providing the same information by one-third, saving at least \$2 million per year in operational costs. This savings, he said, should be more than sufficient to pay for the purchase and maintenance of the new automated FSS equipment over its lifetime.

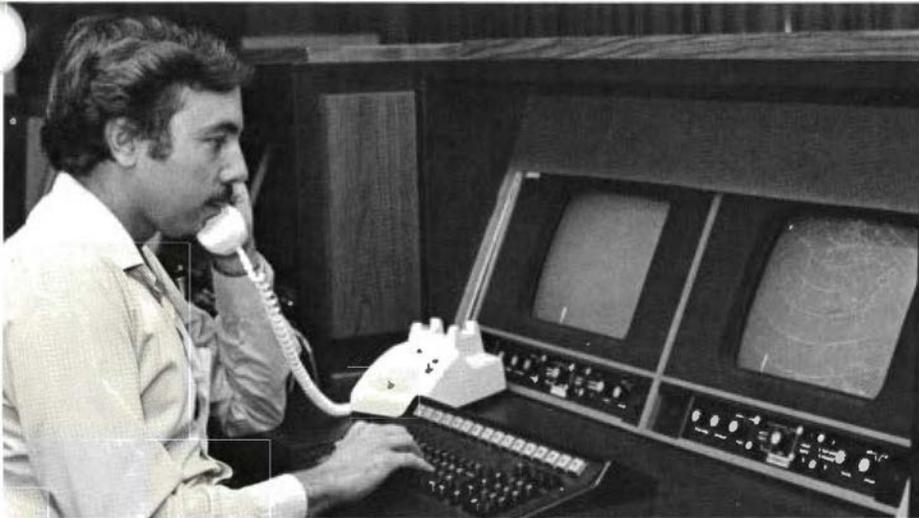
The prototype engineering model is

designed to handle 20 incoming telephone calls simultaneously, regardless of which option any of the callers request. Each caller has the choice of 10 basic options, any or all of which he may obtain by speaking the key word. The pilot can ask to *file*, *amend* or *close* a flight plan; to speak to a *specialist* and be given a *briefing*.

After dialing, the pilot listens to the introductory message, which gives him his options and instructions. After the cue tone, he may say *briefing*, for example. The URD recognizes the word and sends a special code to the computer. The computer sends a message from the memory disc back to the pilot telling him to wait for another



A Computer That Understands Us



Louis C. Delemarre, NAFEC's FSS Branch, demonstrates the specialist console, which will remain a human operated position in future automated flight service stations.

NAFEC FSS Branch project manager Paul R. Quick operates the message-entry terminal of the disc memory computer.



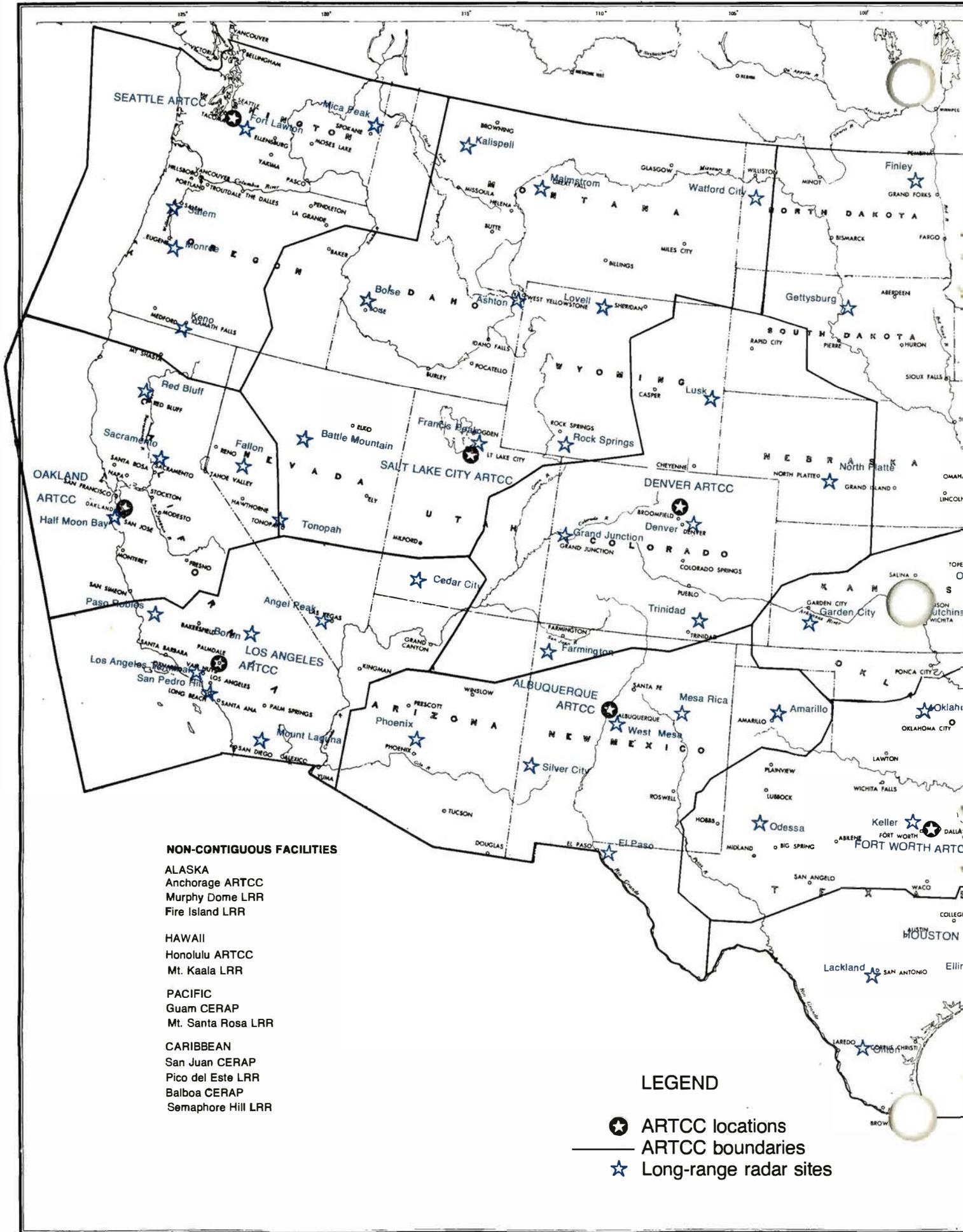
At a flight-data position, Dennis A. Steelman of NAFEC's Flight Service Station Branch transcribes flight plans received on fast-file. NAFEC engineers hope to automate this position in a later model of the experimental equipment.

cue tone and state whether he wants a *north, east, south, west* route or a *local* area briefing. The URD listens for the key word reply and tells the computer to begin the appropriate briefing.

The briefing will consist of forecasts and observations en route and in the terminal area, flight precautions, Notices to Airmen (NOTAMS) and pilot reports. At the end of the briefing, the pilot is asked for a *yes* or *no* as to whether he requires additional assistance. If *yes*, he is offered the same options again. If *no*, the computer responds, "Thank you. Have a good flight."

Fantastic? Yes. Tomorrow's better service to pilots is at hand.

ARTCCs



NON-CONTIGUOUS FACILITIES

ALASKA
Anchorage ARTCC
Murphy Dome LRR
Fire Island LRR

HAWAII
Honolulu ARTCC
Mt. Kaala LRR

PACIFIC
Guam CERAP
Mt. Santa Rosa LRR

CARIBBEAN
San Juan CERAP
Pico del Este LRR
Balboa CERAP
Semaphore Hill LRR

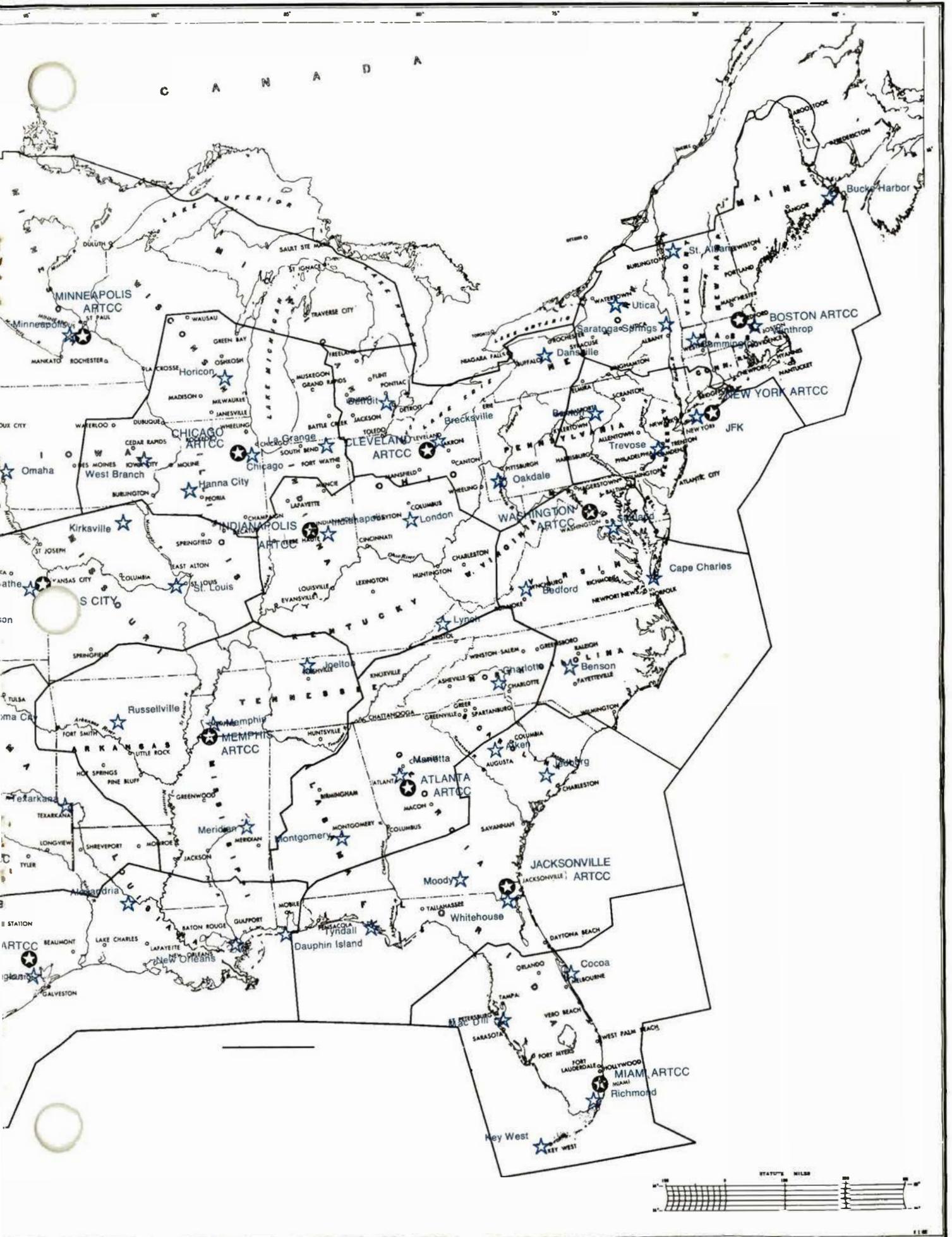
LEGEND

- ★ ARTCC locations
- ARTCC boundaries
- ☆ Long-range radar sites

and Radars

FEDERAL AVIATION ADMINISTRATION

Lambert Conformal Conic Projection



Turbulence on the Potomac

The Building of Washington National Airport



The area south of Gravelly Point, as it looked in 1938, consisted of partially submerged flats, coves and lagoons along the Mount Vernon Memorial Highway in Virginia.

One of the first problems to confront the Civil Aeronautics Authority, which became operational in August 1938, was the development of a modern airport to serve the District of Columbia. The facility ultimately developed, Washington National Airport, became the first air carrier airport built, owned and operated by the Federal government.

Airport facilities in Washington, D.C., had long been seriously inadequate. Hoover Field, located near the present site of the Pentagon, was the first major terminal to be developed in the Capital area, opening its doors in 1926. The following year, Washington Airport, another privately operated field, began operations beside it. In 1930, hurt by the Great Depression, the two terminals merged to form Washington-Hoover Airport.

Bordered on the east by Highway One, with its accompanying high-tension electrical wires, and obstructed by a high smokestack on one approach and a smoky dump nearby, the field was a masterpiece of inept siting. Incredibly, the airport's one runway was intersected by a busy street, Military Road, which had guards posted to flag down traffic during takeoffs and landings.

In spite of such hazards, Hoover had

a perfect safety record for the simple reason that whenever even a slight breeze was blowing, planes refused to land there.

Between 1926 and 1938, Congress produced reams of debate transcripts and 37 committee reports on the problem, but no action. Meanwhile, first Herbert Hoover and then Franklin Roosevelt were powerless to act because of a clause in the Air Commerce Act limiting Federal involvement in airport development.

In July 1937, one of a long line of airport commissions listed nine possible sites for a Capital airport, then narrowed the selection to three: Hoover Airport, Gravelly Point, and Camp Springs, Md. In September, Roosevelt vetoed a bill to improve Hoover and declared that the ideal solution would be to develop both Gravelly Point and Camp Springs.

Of the two new sites, however, Roosevelt believed that Gravelly Point, on the Potomac and somewhat over a mile downstream from Hoover, offered a major advantage. Almost all of the land was already owned by the Federal government, whereas the Camp Springs site would require congressional action to purchase it.

When Congress adjourned in June 1938, it had done virtually nothing to solve the problem. First, the House defeated 133-69 a bill already passed by the Senate to buy 2,232 acres in Camp Springs. The House rejected the measure on the grounds that speculators, including a few Congressmen, had bought the proposed site and jacked up its price. On a barely more positive note, the legislators closed the controversial road that crossed Hoover.

While Congress was finding it impossible to resolve the Federal City's airport situation, the White House assumed the initiative. In fact, by passing the Civil Aeronautics Act of 1938, which permitted airport development by the Civil Aeronautics Authority, Congress had unwittingly lost control of the matter to Roosevelt.

The restriction on Federal airport development removed, FDR determined to launch the project on his own while Congress was recessed. He could then confront Congress with a partially accomplished fact when it returned.

The question of a site still remained. As late as August 13, Roosevelt,

Circa 1940, Gravelly Point had been diked, dredged, filled and drained, and four runways of Washington National Airport were being built. The view here is south.



reversing his earlier position, said that he was "unalterably" in favor of Camp Springs because a facility at Gravelly Point would take three to four years to complete, and even then it would only be usable from 85 to 90 percent of the time because of fog. He felt, moreover, that the Camp Springs site should be developed for fog emergencies even if an airport were put at Gravelly Point. According to 1937 estimates, the Camp Springs site would be nearly three times larger and less costly to develop. Gravelly Point's major advantage, aside from its already being owned by the government, was its location—only 10 minutes from downtown (as opposed to almost an hour for Camp Springs).

Despite his strong predilection, Roosevelt turned over all data and the choice of a site to the CAA. The agency decided on Gravelly Point, primarily because of its proximity to downtown. Roosevelt approved the 750-acre Washington National Airport plan on September 27, 1938.

Because the bulk of the site was under the Potomac, a massive filling operation was necessary. Between

November 1938 and December 1939, almost 20 million cubic yards of sand and gravel were moved onto the site. The Army Corps of Engineers determined that there was a base of sand and gravel under the aptly named area, providing both a firm foundation for the landing area and a source for fill to raise the runways and other areas well above record flood stage.

The first step in the construction was to build a dike around the area. Then four hydraulic dredges, including the largest in the world, cleared 11 feet of silt from the 200-foot-wide runway sites to get down to a stable base and eliminate the danger of settling or uneven runway surfaces. As a result, the runways first looked like canals. Sand and gravel were then pumped in to a height 20 feet above river level. Water was retained over the area to permit the finer sands to settle out, so that even with the filling completed, the site still looked under water. In the spring of 1940, the dikes were opened; when the water drained out, the airport appeared for the first time as a dry land.

Giant earth-moving machinery leveled

runways, spread surplus material, regraded the land and relocated Mount Vernon Boulevard. The operation was a major success, even exceeding specifications in one important particular. The longest runway was to have been 6,000 feet, but when dredging for a future seaplane basin produced more filled area, the runway was extended to 6,855 feet.

The landing area included four runways: the 6,855-foot main north-south strip, a northwest-southeast runway 5,212 feet long, a northeast-southwest strip of 4,724 feet, and the since-closed 4,100-foot east-west runway. The four runways permitted a 40-1 angle of approach from eight directions.

The terminal building originally totaled 115,000 square feet. *Architectural Forum* criticized it as sacrificing the utility of compactness for the needless luxury of space. In fact, much of the airport was designed with visitors in mind rather passengers. The terminal had extensive room for visitors, for whom a trip to the airport was still an adventure. In spite of this spaciousness, within 10 years, the building was overcrowded.

Financing the airport raised questions about Roosevelt's handling of Federal money. When arrangements were being made in November 1938, the Public Works Administration (PWA) served as a sponsor to attract Works Progress Administration (WPA) funds to the project. Over the next four months, doubts arose as to whether either type of funds could legally be spent in the District of Columbia.

Compounding the problem was the question of where the border between the District and Virginia fell. In March 1938, the CAA's legal division admitted

This article is extracted from John R. M. Wilson's *Turbulence Aloft: The Civil Aeronautics Administration Amid Wars and Rumors of Wars, 1938–1953*. Due to published this spring, *Turbulence Aloft* is part of a four-volume history of FAA its predecessor agencies.



President Franklin D. Roosevelt lays the cornerstone of Washington National Airport's terminal in 1940.

that the boundary question was giving them a headache and that construction was rapidly reaching a point where no money could be spent without legal clarification.

Despite accurate CAA warnings that peremptory action by the President would arouse the Virginia congressional delegation, Roosevelt evidently shifted some money from a restricted 1938 PWA fund to an unrestricted one that permitted expenditures in the District. Then an irate Republican Congressman, Melville D. Mass, complained that he was unable to trace WPA funds flowing to the project. Closed hearings of a House appropriations subcommittee in December raised questions about the legality of the whole operation.

Despite Roosevelt's having obtained a favorable legal opinion from Solicitor General Robert H. Jackson, the President's opponents continued to claim that he lacked authority to spend \$13 million of WPA and PWA funds on it. *Aero Digest* declared late in 1940 that the airport construction represented a more flagrant usurpation of

congressional powers than the "destroyers for bases" agreement with Great Britain and was one of the "cutest" accomplishments of FDR's career. Most of the machinations surrounding this episode remain murky, but it is possible that the President overreached his legal powers in financing the airport. Nevertheless, as FDR had calculated, the project moved forward under its own momentum.

As for the boundary dispute between Virginia and the District, it was not resolved until 1945. In 1846, the boundary had been set at the mean high-water mark along the Virginia shore of the Potomac; thus, the artificial altering of the shoreline by filling in the airport created a legal nightmare. One night, the airport was robbed, and both District and Virginia police disclaimed jurisdiction and refused to respond. On another occasion, when a guard died, the airport could not get a coroner to declare him dead. (With ghoulish sarcasm, the airport manager issued an unofficial order against dying at the airport: It was all right to get sick, but one was expected to drag himself to Virginia or the District to die.)

Finally, in October 1945, Congress declared that the 1846 law fixed as a boundary the mean high-water mark, regardless of changes, so the airport was in Virginia. However, partly to satisfy the CAA's desire to have the airport in the District, Congress at the same time asserted concurrent United States jurisdiction, which Virginia accepted. With few exceptions, the Federal Government has since exercised exclusive jurisdiction.

Washington National Airport opened for business on June 16, 1941, and was an immediate success. In its first full year of operation, it ranked second in the country in scheduled air operations, handling 79,164 aircraft movements and 636,729 passengers and attracting four million visitors. In fiscal 1947, it passed the one million passenger mark and went over two million in 1951.

Yet the airport became a victim of its own success. By the late 1940s, it began to bulge at the seams, and

aviation journals began suggesting the need for another airport. Since FDR's original plan had been to build a second airport at Camp Springs, the proposal was neither new nor surprising. But the Army Air Forces had built what is now called Andrews Air Force Base at the Camp Springs location during the war, thus removing from consideration the most logical alternate site.

Not satisfied with Andrews, the Military Air Transport Service (which had been formed in June 1948 from the Air Force's Air Transport Command and the Naval Air Transport Service) was also utilizing National and overstaying its welcome. The Air Transport Command had received permission to use the handy Gravelly Point location for the duration of the war and six months beyond, but was still not gone by the fall of 1948—the convenience of National was too much to give up without a struggle. In the meantime, traffic situation at National reached critical proportions.

One proposed solution was to build a new airport 10 to 15 miles from downtown for cargo and nonscheduled air traffic, to use National for the airlines and to keep the military (including MATS) at Andrews. In late 1949, the CAA considered taking over Andrews and having the military build a new field farther from downtown.

Finally, in 1950, Congress authorized the construction of a second airport for the Capital, but because of delays rivaling those faced by National a generation before, Dulles International Airport did not open until 1962. Even after the completion of the more glamorous Dulles complex, located at Chantilly, Va., Washington National Airport continued to flourish and still does today—an impressive memorial to the brief independent period of the CAA.

FEDERAL NOTEBOOK

PAY REFORM PLANS CHANGE

The Administration is reported abandoning the proposal to split the pay schedule into a locality system for clerical-technical employees and a national one for professional-administrative employees because of projected adverse effects on women and minorities. Now, the plan would be to retain the national GS pay scale as an index, still arrived at by averaging private industry pay levels for each grade. However, local pay surveys would determine whether Federal employees in the areas would receive more or less than the national index. In addition, the computation would be based on a total compensation package, combining fringe benefits with pay for both GS and wage grade. ■ Administration proposals also would eliminate the top three steps of wage-grade rates and the Monroney Amendment (which requires the use of out-of-area wage-rate data in Federal wage surveys under certain circumstances) and would repeal the requirement for uniform 7.5 and 10 percent differentials for second and third shift night work. ■ Another proposal as part of pay reform would eliminate overtime in excess of eight hours a day, retaining it only for work in excess of 40 hours per week.

PROBATION LEEWAY

The civil service reform law mandated a probationary period for employees who become supervisors or managers but didn't say how long it should be. The Office of Personnel Management has decided that the period should be up to the individual agencies and expects that it will be no longer than one year in most cases. All

probationary systems must be in place by August 11.

APPEALING APPEALS NEWS

While the civil service reform law required that discrimination cases be decided within 120 days, it didn't state requirements for other appeals. The Merit Systems Protection Board has decided that all appeals from discrimination cases and adverse actions must be settled within 120 days of filing and that agencies will have only 10 days within which to comply with MSPB requests for records and documents in employee appeal cases. Extensions will be granted for good cause, but if the materials are not supplied within 30 days, MSPB will make a decision based on the employee's presentation. ■ A bill has been introduced in the House to permit court appeals from administrative decisions in "fitness for duty" cases where employees have been forced into questionable mental disability retirements.

THE RETIREMENT SCENE

Plans to ask for cutbacks in retirement benefits are being suspended until the results of the Social Security coverage study are in. Among the proposals on the back burner are raising the optional retirement age to 62, basing retirement on a high five-year average salary and cutting primary annuities when survivor benefits are designated. ■ Despite the countdown until a report is issued from the Social Security coverage study, a pair of Congressmen--one from each party--have introduced bills to require Congress and Federal employees to join the Social Security system, although how is not spelled out.

APPRECIATION—Members of a team that helped develop a draft of aviation regulations for the Kingdom of Jordan display an autographed photo of His Royal Highness King Hussein that was presented to them as an expression of appreciation. From the left are Arlinda Gordon, secretary; Norman Plummer, acting director of the Office of International Affairs; Pamela Buell, secretary; Marion Roscoe, Assistant Administrator for Aviation Safety; Eileen Smith, secretary; and Raymond Seibert, International affairs specialist.



Faces and Places



MOVING UP—Aviation safety inspectors Johnny Perkins (left) and Joe Griffin of the Minneapolis GADO make a ramp check of an air taxi. The pair began as developmental inspectors, a new concept that stressed on-the-job training, and have advanced to become principal operations inspectors. Photo by W.E. Holtsberg, Jr.



NEW RIGHT HAND—Laurence O. Higgins, in his new position as deputy chief of New England Region's Air Traffic Division, discusses plans with division chief John D. Mattson.

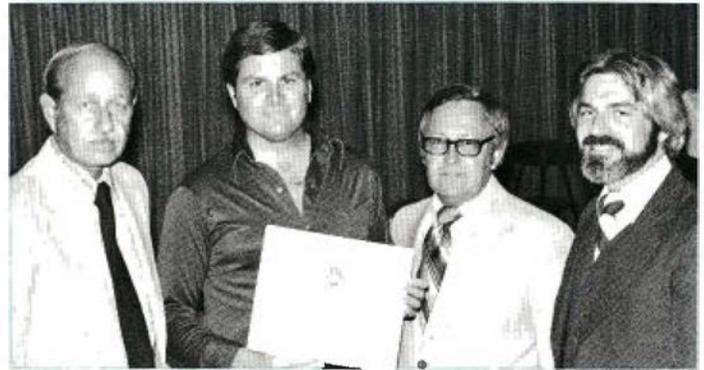


HE WEARS TWO HATS—Seattle Center controller Cliff Hooper was recognized for his work in producing a slide show, "Pro-Team," that is being used by the Northwest Region's Civil Rights Committee for recruitment. Regional Director C.B. Walk, Jr., presented Hooper with a Special Achievement Award.



SOLO RULE—Don Watson (center), chief of Southwest Region's Engineering and Manufacturing Branch; George W. Wagner, (second from right), acting chief of the Flight Standards Division; and Paul J. Baker (right), deputy regional director, turn over a newly approved operations manual (which permits the Bell "Long Ranger II" to use a single pilot under IFR) to Bell executives Leonard W. Arrick (left) and Pat L. Russell.

Photo by Jana Brown



WELL DONE—A flight instructor at Orange County Airport, Calif., Timothy Knapp was presented a Certificate of Appreciation from the Western Region director for leading a disabled pilot to safety by flying alongside and giving directions. From left to right are Fred Johnson, tower team supervisor; Knapp; Mike Wandrick, tower chief; and Mark Lambie, Orange County tower controller.



CHIT-CHAT—Deputy Administrator Quentin Taylor, at Lawton, Okla., to evaluate equal employment opportunity courses there, visited with students of the Supervisory Initial Course at the Management Training School after classes were over.



A SAN DIEGO PHOENIX—The San Diego Aero-Space Museum, which burned down in February 1978, was given new life by year's end: Among the contributions to help reopen the museum was \$2,500 presented on behalf of 168 FAA employees by Western Region Flight Standards Division chief William R. Kreiger (right). Receiving the check and holding a plaque listing their names was the museum's executive director, Col. Owen F. Clarke. Photo by Alex F. Garvis



KUDOS—Mrs. George McCarthy, wife of the Boston DOT Secretarial Representative, presents an award to Larry Martel (center) of Logan Tower and Ray German of the New England Air Traffic Division for FAA's Honorable Mention in the DOT Field Coordination Group Awards. It was for the efforts of Boston ATC Profile Descent Team, which developed a new plan for Logan International Airport last year.

DIRECT LINE



Q I hold government and state driving licenses and live in the Southwest Region. If I am on vacation or any other place and receive a citation for a moving violation or a warning in my own car, and my license is not revoked, is it mandatory that I report the citation to my supervisor or anyone else within three days?

A The national agency order on Motor Vehicle Management (4670.2A) does not require employees to report off-duty incidents involving private motor vehicles. However, some regions do under criteria in Chapter 930 of the Federal Personnel Manual, since a good driving record is essential for continuing a government driver's license. The Southwest Region Motor Fleet Management Handbook has recently been revised to require that only major off-duty offenses and all on-duty offenses be reported as they occur. Major offenses include driving while intoxicated, driving under the influence, hit and run, reckless driving, at-fault accident involving serious injury or death and careless collision. Minor off-duty violations, such as speeding and running stop signs, are not required to be reported as they occur. However, all offenses within the preceding five years must still be reported on the application form when applying for an initial or renewal government driving license. The time limit for reporting violations has been changed from three days to three on-duty days.

Q I am working at a flight service station and am thinking of retiring and perhaps working part time after I retire. I understand there are agencies who are hiring part-time help, which does not count as part of the agency complement. I would like to know if the FAA in my region can hire part-time help. I would work when needed—at the busiest times, when the FSS is short of help, such as due to sickness. My region says it doesn't do this, except in an emergency, and if I did work part time, any money I made would come off my retirement check. This doesn't make any sense. We have retired military drawing a retirement check and working full time, but they don't give up any of their retirement. The region also says I would count as a full-time employee and they couldn't fill my position. Both I and my chief are interested in the answer to this.

A In 1977, the President called upon all agencies to establish "innovative programs to expand opportunities for men and women seeking part-time employment." Specifically, the President's request was for "older people, those with family responsibilities, the handicapped, students and others who are unable to work full time." On Oct. 10, 1978, PL 95-437 was signed as the

Federal Employees Part-Time Career Employment Act. Instructions to date lead us to believe that the intent of the act was not to include Federal retirees who already have satisfied a career need. A voluntarily retired Federal employee can be reemployed on a part-time basis, subject to employment restrictions in effect. Currently, your region is operating under the agency's freeze, therefore precluding any opportunity for retirees to obtain part-time employment. Part-time positions are charged to the employment ceiling permitted in the "other than full-time permanent positions" category. The annuity of a reemployed Federal retiree will continue without interruption, but pay will be reduced by the amount of annuity received. Title 5, U.S. Code, provides that a retired regular officer's retired pay will be reduced to \$2,000 plus one-half of the remainder when receiving full pay of any civilian Federal position. Reserve officers and enlisted retirees are not subject to this reduction.

Q Under Public Law 95-390, flexitime workweek, I understand that the Office of Personnel Management will select specific departments and agencies to participate in this pilot project, and other departments and agencies will be allowed to participate on a voluntary basis. Several of us in a Level III FSS with 24-hour operation would like to know whether we would qualify under this voluntary basis.

A It is true that PL 95-390 provides for agencies to voluntarily experiment with flexible and compressed work schedules. The program will be authorized for three years and will serve as a basis for determining whether such schedules can be used on a permanent basis. Approved projects will begin between March 29 and October 1 this year and will be conducted under guidelines developed by the Office of Personnel Management (OPM). Participants in the experimental programs will be entire agencies or work units within agencies. A final selection will be made by the OPM to insure that the test group reflects the widest range of the Federal workforce. It is not possible for individual employees to volunteer for participation. For the present, the agency has decided that it will not participate in the experimental programs. However, we are in the process of issuing a Flexitime Order that will authorize regional or center directors to establish and approve flexitime programs within their jurisdictions. While the order will not permit the establishment of many of the more-flexible adjustments in employee schedules—such as the nine-hour day—employees generally will be permitted to vary the starting and quitting times of the workday on a pay-period basis and within guidelines that management will set. We anticipate that the Flexitime Order will be issued within the next few months.

Records Are Still Being Made

When departing United Air Lines Flight 222 was handed off from the O'Hare TRACON to the Chicago Center December 29 last year, it was nothing out of the ordinary; it happens millions of times. What was unique was that Flight 222 represented the two-millionth aircraft operation in 1978 for the Chicago ARTCC—the first air traffic facility in the world to reach that figure.

By year's end, when air traffic volume went out with a whimper, thanks to the first of the Midwest's blizzards, the Chicago Center tallied 2,006,031 total operations.

Recently, two commemorative plaques, one for the center and one for United Air Lines, were presented in center ceremonies by William M. Flener, Associate Administrator for Air Traffic and Airway Facilities. "Each employee deserves to feel proud of this

accomplishment," he said. Each meant more than 700 air traffic specialists and more than 100 airway facilities specialists who maintain the equipment that watches over seven states.

Chief Roger Brubaker's tribute to his people pointed to the team effort involved: "This couldn't have been accomplished were it not for the high degree of professionalism and cooperation which exists among the airway facilities specialists, the air traffic controllers and the pilots who pass through our airspace." Great Lakes Region Acting Director Wayne Barlow echoed that view.

"This phenomenal achievement is something not only the individuals of the center but also the entire air traffic control system can take great pride in," added Paul Leonard, Chicago regional vice president of the Air Transport Association.

The words that FAA liked most to hear came from Percy Wood, president of United Air Lines, who attended to accept the plaque and tour the center.

"I'm honored to represent all airlines in thanking you all for your dedicated service, which has made ours the safest air transportation system in the world," he said.

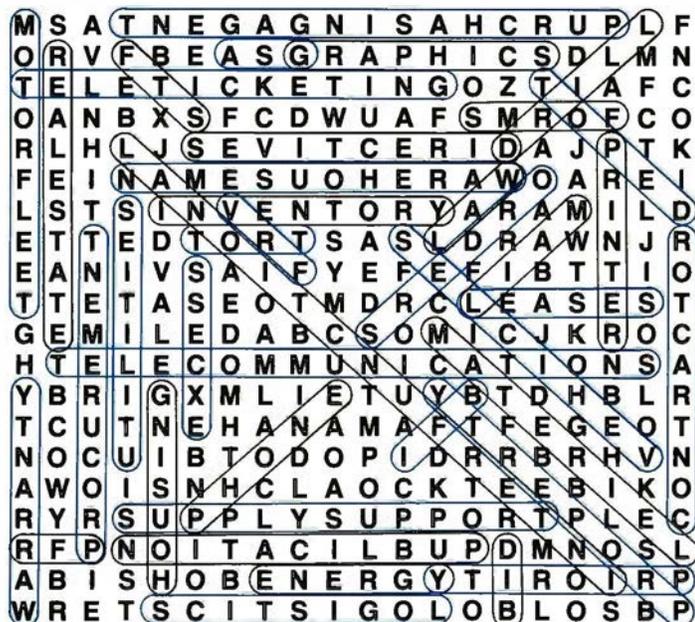


After the ceremonies, United Air Lines Vice President Clark Luther (hands folded) toured the Chicago ARTCC control room to get the view from the other end of the microphone, accompanied by Associate Administrator William Flener (left) and center chief Roger Brubaker.

Photo courtesy of United Air Lines

Word Search Answer

Puzzle on page 6



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Heads Up

ALASKAN REGION

The new chief of the Cold Bay FSS is **Larry D. Buss** . . . Promoted to chief of the Valdez Combined Station/Tower was **Gary L. Near** . . . Now chief of the Air Security Branch in the Air Transportation Security Division is **Floyd J. Seeley**.

CENTRAL REGION

Harold V. Green has transferred into the Hutchinson, Kan., Tower as its chief . . . Getting the nod as chief of the Chesterfield, Mo., Tower was **Harold M. Wolters** . . . **Billy L. Daniels** has been promoted to chief of the North Platte, Neb., AF Sector Field Office . . . Selected as chief of the Scottsbluff, Neb., Sector Field Office was **Thomas W. Darlington** . . . Now holding down the chief's slot at the Kansas City, Mo., Downtown Tower is **John C. Minshull** . . . **Donald D. Bohler** was selected as an assistant chief at the Burlington, Iowa, FSS . . . Named chief of the St. Joseph, Mo., Tower was **Gerald L. McDonald**.

EASTERN REGION

Boosted to deputy chief at the New York Common IFR Room was **Richard J. Smith** . . . The Salisbury, Md., FSS has a new assistant chief in **Joseph D. Crovo** . . . Moving up to an assistant chief's spot at the Norfolk, Va., Tower was **Cameron T. Connor** . . . **Stanley M. Coon** is now the chief of the Saranac Lake, N.Y., AF Sector Field Office . . . A new assistant chief at the Philadelphia Tower is **John R. Goldman** . . . The

Buffalo, N.Y., AF Sector has gained **Herbert L. Bridges** as its assistant manager . . . **William E. Flagg** was selected as an assistant chief at the Norfolk Tower.

GREAT LAKES REGION

The new manager of the AF Sector at the Chicago Center is **Paul Ciprian** . . . **James R. Steiner** has moved up to chief of the Columbus, Ohio, AF Sector Field Office.

NEW ENGLAND REGION

Boston Logan Tower's new deputy chief is **Raymond Zazzetti** . . . **Stanley E. Matthews** has transferred into the Bradley Tower in Windsor Locks, Conn., as an assistant chief.

NORTHWEST REGION

Now an assistant chief at the Walla Walla, Wash., FSS is **Albert B. Schriever** . . . **Luther P. Koehler** has been picked up by the Olympia, Wash., Tower as its chief . . . **Richard J. Allen** was named an assistant chief for the Walla Walla FSS . . . **Kermit M. Borden** transferred to the Everett, Wash., Tower as its chief.

PACIFIC-ASIA REGION

The new chief of the Honolulu Flight Inspection Group is **Kenneth J. White** . . . **Arlie D. Schenbeck** was selected as an assistant chief at the Honolulu FSS . . . Named chief of the Guam CERAP was **Anthony J. Stark** . . . Now manager of the AF Sector at Honolulu International Airport is **Stanley Rivers**.

SOUTHERN REGION

Ralph E. Thomas moved up to assistant chief at the Balboa, C.Z., CERAP . . . Selected as deputy chief of the Columbia, S.C., Tower was **Angus Y. McDougald** . . . Now an assistant chief of the Miami ARTCC is **George T. Mcrell** . . . Now heading up the Aeronautical Quality Assurance Field Office is **Austin F. Pacher** . . . Taking over as chief of the Myrtle Beach, N.C., Tower is **George F. Hobgood, Jr.** . . . Named as assistant chief at the Memphis, Tenn., Tower was **Paul E. Parish**.

SOUTHWEST REGION

Richard P. Burgess is now the chief of the Little Rock, Ark., Tower . . . Heading up the Childress, Tex., FSS now is **Elis Schneider, Jr.**, . . . Named chief of the Fort Worth, Tex., AF Sector Field Office was **Doyle D. Davis** . . . **Donald A. Endsley** was chosen chief of the Alexandria, La., Tower.

WESTERN REGION

James W. Gates has taken over the Tonopah, Nev., FSS as its chief . . . Two new assistant chiefs at the McClellan AFB RAPCON, Calif., are **Glen D. Thompson, Jr.**, and **James A. Johnston** . . . **John G. Fisher** was named deputy chief of the Edwards AFB RAPCON, Calif. . . . Joining Fisher as his chief was **Russell W. Kelsey** . . . Taking on the chief's job at the Mariposa, Calif., Tower was **George H. Williams** . . . **Jack A. Chalk** is now chief of the Phoenix, Ariz., AF Sector Field Office.