

**McKEE NEW ADMINISTRATOR**  
(Continued from Page One)

**Other Positions Filled**

It was also announced on July 9 that three veteran pilots and career civil servants were named to new positions of responsibility in the FAA.

Arvin O. Basnight was named Associate Administrator for programs. He replaces David D. Thomas, who became Deputy Administrator of FAA.

Filling Basnight's post of director of FAA's Southern Region with headquarters in Atlanta is James Rogers, previously director of FAA's Alaskan Region in Anchorage.

George M. Gary, who has been chief of the Airports Division of the Southern Region in Atlanta since October, 1961, will replace Rogers in Anchorage.



General Wm. F. McKee

*Happy Birthdays*

(Continued from Page Two)

Table listing birthdays of various FAA personnel, including names, positions, and dates.

*Around The System*

**NEW EMPLOYEES**

- J. N. Conaway—Mechanic Helper ORF-FB
R. M. Hines—Line Serviceman ORF-FB
Glenn Linville—Mech.-Bldg. Maintenance INT
D. M. Stroud—Agent-Operations EWN
A. V. DiGiulio—Utility Serviceman CVG
P. H. Garner—Agent-Reservations INT-SC
W. R. Goolsby—Agent-Operations ISO
W. A. Staley—Agent-Operations BAL
J. F. Hill—Agent-Res. INT-SC
H. F. Carr—Agent-Oper. ROA
E. C. Deatherage—Agent-Oper. ROA
C. R. Graham—Agent-Oper. DCA
J. M. Daniels—Agent-Oper. FLO
J. A. Butler—Agent-Oper. DCA
M. W. Smith—Jr. Stock Clerk INT
R. B. Surlis, Jr.—Line Serviceman ORF-FB
E. G. Capps—Stewardess DCA
S. L. Grondahl—Stewardess ROA
J. E. Hollins—Stewardess ATL
G. J. Hooper—Stewardess INT
A. James—Stewardess ROA
R. E. Barker—Cleaner ROA
H. D. Brannock—Jr. Specialist INT
J. V. Woods—Agent-Oper. DCA
W. A. Banks—Agent-Oper. CAE
C. R. Boley—Agent-Oper. ATL
D. S. Fahnstock—Util. Ser. Man DCA
L. E. Lowder—Agent-Res. CLT
O. S. Motsinger—Maint. Clerk INT

**COMMERCIAL AVIATION HAS EXCITING FUTURE**

(Continued from Page Two)
the coming of the supersonic transport which measures just 50 feet less than a football field in length, present airport facilities are inadequate. Among the improvements needed are lengthening runways, providing ample yet convenient ramp areas, and offering larger lobbies.

Various methods of handling all these improvements have been suggested. Separate terminals for each major airline offer one solution. One main terminal with branching "satellites" offers another; and elongating present concourses is yet another.

Regardless, the methods require a lot of space, which means a lot of money. At the same time, the pampered passenger is being forced to walk what seems like miles between terminals and satellites and down concourses, sometimes with close connections. Inter-terminal transportation is offered for a small fee in some airports and others are now building moving sidewalks.

**Traffic Congestion Hurts Aviation**

The trip from airport to city and back is likewise becoming more and more an issue — with threefold reason: (1) airports, as noted before, are moving away from communities; (2) urban congestion makes driving time-consuming and tedious; and (3) when the SST becomes a reality, it will seem ridiculous to speed from New York to San Francisco in 1 1/2 hours and then spend an hour getting into town.

In addition to the conventional helicopters that are presently offering airport city transportation and hopefully will continue to do so, planners have designed what is termed a "metro-bus" to help alleviate the problem. The metro-bus would involve a passenger carrying vehicle that could pick up and deliver passengers over the ground, yet be transported itself by a heavy lift helicopter such as the Sikorsky S-64 Skycrane.

City fathers in Los Angeles, for example, are also toying with the idea of an elevated

R. B. Pleasants, Jr.—Jr. Mechanic DCA

- C. L. Price—Agent-Oper. ATL
A. V. Thrush—Mechanic DCA
J. W. White—Agent-Oper. ATL
J. J. Hammitt, Jr.—Agent-Oper. ATL
R. L. Brockman—Line Serviceman ORF-FB
R. E. Lee—Line Serviceman ORF-FB
F. H. Purcell—Jr. Radio Tech. DCA
J. E. Miner—Parts Man ORF-FB
J. D. Adams—Jr. Mechanic TYS
N. B. Alvarez—Agent-Passenger Service DCA
R. L. Baker—Agent-Oper. DCA
M. A. Blythe—Agent-Oper. EWN
H. H. Brown—Cleaner-Janitor ORF-FB
R. H. Buchanan—Jr. Revenue Accountant INT-A
R. E. Coleman, Jr.—Agent-Pass. Service DCA
E. R. Conrad, Jr.—Jr. Mechanic INT
J. F. Derbin—Agent-Res. CHO
D. L. Ellis—Agent-Oper. ORF
J. R. Formby, Jr.—Agent-Oper. ATL
D. W. Green—Jr. Specialist INT
G. T. Hutchinson—Agent-Oper. ROA
D. T. Hyatt—Jr. Mechanic ORF-FB
R. L. James—Agent-Oper. GSB
W. B. Johnson—Apprentice INT-FB
G. W. Manning—Agent-Oper. ATL
L. B. Payne—Jr. Stenographer INT-S
F. H. Poore—Communicationist DCA
I. W. Pope—Agent-Oper. INT
J. T. Pugh—Ramp Agent ROA
Kay Rintz—Jr. General Clerk INT-A
A. L. Shoffner, III—Agent-Oper. FLO
C. M. Stamps—Cleaner INT
J. M. Steinmetz—Utility Service Man CVG
W. R. Totten—Cleaner INT
J. W. White—Mechanic Helper ORF-FB

**TRANSFERS**

- C. G. Dickens—ILM to TYS
J. A. Nemeroff—ROA to ORF
W. T. Hurst—ILM to ORF
B. J. Parker—ROA to ORF
J. R. Nelson—DCA to ROA
H. L. Gilpin—PHF to HSP
L. L. Burnett—FLO to ATL
B. G. Hall—ROA to PSK
J. M. Bailey—INT to DCA
R. C. Fenrich—INT to DCA
D. R. Wood—INT to ROA
J. R. Nelson—ROA to TYS
H. N. Holleman—ILM to DCA
J. D. Brown—TYS to DCA
G. A. Sugg—ORF to ATL
W. T. Hurst—ORF to ROA
J. R. Cansler—INT to ROA
C. D. McLean—ATL to ILM
G. A. Willetts—ATL to ILM
J. G. Campbell—ILM to ATL
W. H. Durbin—ORF to ROA
N. B. Horton—ILM to TYS
J. B. Cansler—ROA to INT
Wm. McFalls—DCA to FLO
B. C. Burger—DCA to CHO
L. W. Anderson—CHO to ATL
C. D. Blevins—SHD to BKW
H. E. Cook—GSB to GSO
C. H. Widener—INT to ATL
D. B. Holt—INT to ORF
R. B. Parker—INT to ILM
G. D. Hedrick—INT to ILM
B. J. Parker—ORF to ROA
J. A. Woodruff—BLF to LYH
C. H. Widener—ATL to ILM
W. J. Hennings—INT to ORF
H. N. Holleman—DCA to ORF

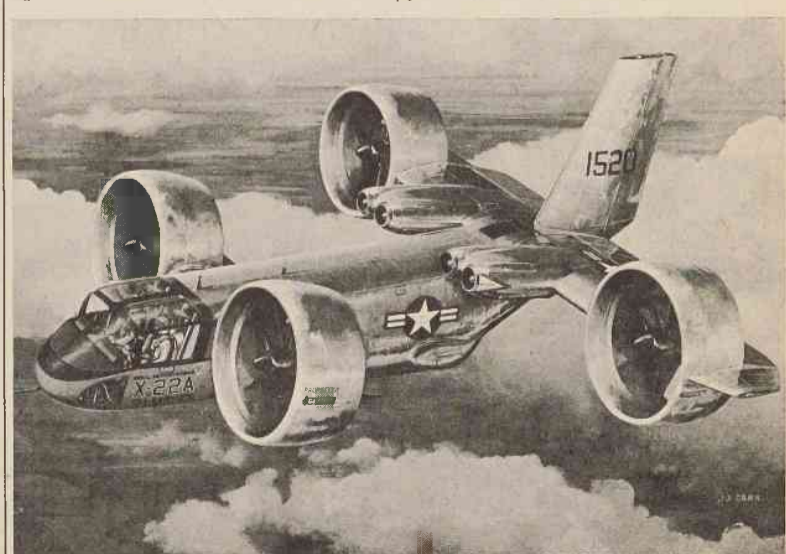
**PROMOTIONS**

- B. G. McLeod—promoted to Chief Agent ROA
J. A. Snider—promoted to Sr. Spec. INT
F. D. Underwood—promoted to Mech. INT
D. M. Vance—promoted to Ld. Agent ROA
G. A. Scherer—promoted to Ld. Agent BAL
W. F. Hanson—promoted to Chief Agent CRW
M. A. Pequinot—CVG promoted to Lead Agent
D. W. Tate—GSO promoted to Chief Agent
R. E. Cashatt—GSO promoted to Lead Agent

express train to speed passengers from downtown sections directly to the airport. Three designs have been suggested: the traditional double rail elevated, the more modern monorail, and a suspended train that literally hangs from the track.

**V-STOL Enters Picture**

Concurrently, work is still being done on the vertical and short take off equipment. Although vertical take off is not foreseen for large jets and long distant aircraft, it may soon play an important part in inter-city commuting over distances of up to 600 miles. One may see strange looking aircraft with circular engines that rotate to provide helicopter lift as well as conventional-craft forward speeds.



A joint Army, Navy and Air Force VTOL project is the Bell Aerosystems X-22A. The craft is powered by turboshaft engines and converts from vertical to forward flight by changing the angle of the tilting ducted propellers.