



View of right side of the observation tower showing interphone control panel and radio control heads.



Left side shows personnel assignment board. By glancing at this board the controller can tell who is on duty and where they are working.

One corner of the hangar was modified and an overhanging platform constructed to provide the observation tower. The Maintenance Controller seated in this tower can see every corner of the parking ramp and also has a good view of taxiways and runways. From his vantage point the Maintenance Controller communicates with line and hangar personnel through a public address system. If extensive conversations are required he may direct a specific individual to pick

up one of the telephones located along the ramp. If specialists are needed on the line the Controller merely pushes a switch on his interphone control panel and talks to Radio, Hydraulics, Engine Shop, Sheet Metal, POL, etc. He also has an interphone line to Operations.

On his display board in front of him, he or an assistant actually keeps track of all aircraft and equipment by moving miniatures of the units to the proper point on the magnetic board. This is very

effective during maximum effort exercises when take-off schedules require close scheduling of starting, refueling, compressor, and oxygen units. If any unit moves out of place the controller may correct the situation immediately.

From the aircrew member's viewpoint, the new system is the answer to a dream. He no longer must return to Operations when he finds his aircraft is out of commission. He simply calls Maintenance Control on UHF radio and gets the number of his spare aircraft. If he should need assistance or a piece of equipment, his request is answered immediately, if the controller hasn't already noticed and taken action to furnish the item or service. On landing, the pilot calls Maintenance Control and indicates whether his aircraft is "In" or "Out" and receives instructions as to where to park.

We feel this "See All" and "Hear All" system of maintenance control is an outstanding management innovation. Capt Tanberg estimates that under this new system he can provide line support for a flying schedule with 16% fewer personnel. This releases manpower for the engine buildup shop and scheduled maintenance docks which in the past have been forced to drastically curtail their operations during heavy flying schedules.



Capt Edward S. Quigley, Flight Commander of the 4754th REVRON explains points of special evaluation to Capt Keith K. Cooper, Evaluation Officer, Capt Joseph E. Christian, Flight Commander, and Lt Harold C. Pabst, Jr., Evaluation Officer. Story on Page 15.