



VOLUME 2

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NUMBER 4

Project Straight-Line Is Started At Oberlin



WASHINGTON AND REGIONAL PERSONNEL IN ATTENDANCE AT OBERLIN BRIEFING

The Regional Air Route Traffic Control Center at Oberlin, Ohio was chosen by FAA as the site for a management experiment to determine the feasibility of transferring operating responsibilities to lower echelon field offices of Air Traffic Management and Facilities and Materiel.

The 90-day test covering the Cleveland Air Route Traffic Control Center area was launched on April 6. Some 40 members of the FAA family, most of whom come from Region 1, are assigned to the project on the scene.

To kick off the experiment -- known as Project Straight-Line -- numerous FAA Washington officials flew to Oberlin for a day-long briefing session, which was presided over by Acting Regional Manager S. W. Bobskill. The project was launched the following day.

Following completion of the 6-week test, an evaluation will be made.

If this proves the test successful, and it meets with Administrator Quesada's approval, an area office will be established for each Air Route Traffic Control Center area within the contiguous 48 states except Pittsburgh, Norfolk and Spokane which are to become parts of Cleveland, Washington -- turn to page 12

FAA LIMITS USE OF DEPUTY POSTS TO WASHINGTON BUREAUS, OFFICES

FAA Washington headquarters has issued a bulletin severely limiting the number of "deputy" positions. The title of "deputy" will hereafter be used only to designate the second ranking position in Washington offices and bureaus as approved by Administrator Quesada.

In a further move to reduce the number of second level positions, FAA is reviewing the use of assistants to eliminate that level of position that is not essential to agency need.

There are about 335 assistant and deputy positions in the agency at the present time. The deadline for submitting the review report to the Office of Management Services is May 1, 1960. The report will be coordinated with the Office of Personnel and Training for further action.

REGION I

Monthly News Digest

Published by and
for Personnel

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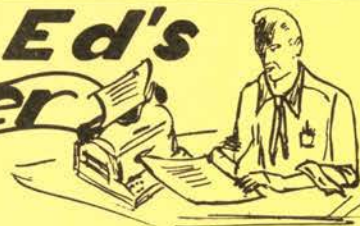
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Grace Sabato -- Air Navigation Facilities

Dick Gale, John Wilson, Frank Heller, Chester Talix

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In Ye Ed's Corner



THANKS DUE JIM, PEG

First off, we would like to congratulate Jim Ean and our Girl Friday -- Miss Peggy McElligott -- indeed able assistant eds, for the nice issue of THRUST they and their horde of aides put together in March while we were on emergency leave. They did a crackerjack job for which we doff our battered fedora.

Next we can't wait to introduce a spanking new

ADLIB ALA FEMME, SUH

column for miladies -- dubbed ADLIB ALA FEMME. The authoress, whose pulchritudinously keen likeness adorns this issue's FAAING AROUND, solemnly promises to touch on bridal fashions come May. Following that her subjects may run from hairdos to sun lotions. Pots and pans is another likelihood and, of course, gals doubtless would like to know what to cram in vacation bags. Now turn to Lorraine Advocate's work elsewhere between these covers.

SHAKE DOWN ON FORMAT

By way of delayed introduction, two other new pages were added to our favorite journal in the March issue with fanfare. Of course, we speak of NEWS AND VIEWS and SPORTS OF SORTS. Drop a line and let us know what you think of these and other recent additions. We're not getting set to shake down THRUST'S format on a permanent basis, but first we want to welcome your views on it.

Harry Rosenthal -- General Services

Felicia Orioles -- Legal

Estelle O'Polyn -- Airports

Esther Sulzer -- Medical

-- Air Traffic Management

PRIZE INCENTIVE AWARDS GO TO 16 IN REGION FOR IDEAS

12 Regioneers Cited For New Suggestions; Four Get Additional Awards

Coveted incentive awards were presented to 16 members of the regional family by Acting Regional Manager S. W. Bobskill at ceremonies in Jamaica headquarters at N. Y. International Airport on March 30.

Twelve of the presentations were made for original suggestions and the remaining four were additional awards to persons who had previously been rewarded for new ideas. The total sum given to the recipients for their efforts came to \$340.

Those receiving awards for original suggestions were William G. Mill and Benjamin C. Lawrence of Air Traffic Management; Joseph G. Mayhall, James T. McMahon and George A. Spires of Air Navigation Facilities; Richard J. Kropacek and Seymour Barth of General Services; Mrs. Rita O'Mara of Airports; Seymour Lader of Budget and Finance, and Joel K. Sklamberg and David C. Moore, who had previously resigned from FAA.

Receiving additional awards for earlier suggestions were Louis A. Ferrari and Donald D. Hendricks of General Services and Joseph E. Imondi and Matthew M. Oates of Air Traffic Management.



Principals in ceremonies honoring regioneers for outstanding suggestions were (front row-left to right) Lader, Mrs. O'Mara, Acting Regional Manager Bobskill and Spires. In the rear row (left to right) were Moll, Mayhall, Lawrence, Oates and McMahon.

Dignitaries Swamp Regional International Office

A little publicized regional activity that keeps busier than bees storming honey-suckle vines is that of International Liaison Officer Theodore C. Uebel.

To his office in headquarters annually trek some 400 foreign civil aviation officials for advice and assistance. It is in essence the cross-roads of today's aviation world.

Although the bulk of visiting dignitaries are concerned with civil aviation, it is not a bit unusual to see high ranking foreign military men knocking on the liaison officer's door.

Recently the commanding general of the Swedish Air Force, his chief of staff and the air attache of the Swedish Embassy visited the New York Center and the Idlewild Tower through the efforts of Mr. Uebel, where they were briefed on the coordination between military and civil flight operations.

Every conceivable phase of civil aviation is covered by his office with a thoroughness that is sometimes frightening. Many of the officials from abroad are of an administrative level and vary from ministers of civil aviation to presidents and board members of advisory councils, their deputies, assistants and special advisors.

Lord Brabazon, president of Great Britain's Air Registration board and former minister of aircraft production during the post-war period, typifies the visitor who might drop into Mr. Uebel's office.

The information available through the International Liaison Office in the fields of airports, air traffic management, air navigation and flight standards, attract a considerable number of airport directors and various civil engineers from all parts of the world.



From France recently came the director of Air Traffic Management and Air Navigation services, his deputy, his chief engineer and 30 controllers from the towers at Orly and LeBourget and the Paris Control Center.

United Nations delegates and foreign airline executives also are among those who contact the regional office for informal visits.

Mr. Uebel's office also makes available a regularly sponsored program offered by the International Cooperation Administration under the supervision of the FAA. The duration of these programs vary from a few days to six months.

It is noteworthy that the heads of some airlines abroad and, increasingly, their high level executives are previous trainees of FAA's predecessor agency, the CAA. On another level, many of the Comet pilots of Aerolineas Argentinas based in New York are former CAA trainees and the chief pilot of Deux Ponts, the French transport-freighter built by Breguet, which recently toured North and South America, was one of our French trainees when the aircraft began its demonstration in New York.

Thus the stream of visitors seeking to share in Ted Uebel's vast knowledge of aviation continues to flow. Yesterday he may have had a group of Norwegians, today it could as well be a troop of Japanese - tomorrow it might conceivably be delegates from Jerusalem and other far flung corners of the world, probing for answers they need to improve their aviation organization back home.

FAAING AROUND

Pursuing a warning sounded in this column in the February issue. . . Things are going to start popping around regional headquarters -- and in the field for that matter -- unless parking lot situations are not resolved by personnel . . . Regional supervisors are putting their heads together at staff conferences and coming up with some suggestions and recommendations that could prove embarrassing to violators . . . One thought is to issue parking stickers that could be revoked for reckless driving, failure to stop at cross walks when there are pedestrians, grabbing off reserved spaces, and excessive speeding . . . Those brash road hogs who persist in following the law of the jungle may as well hightail it to other haunts . . .

The pert young lass daintily perched hereon for the benefit of ogling male readers is Lorraine Advocate who keeps the boys in Personnel in a tizzy . . . She cannot only look pretty for the staff fotog, she can write -- proof of which is her new column Adlib Ala Femme in this issue -- and she can cook, sew and hum a tune . . . But you are too late, boys. She is already spoken for and has nuptial plans for June . . .



know whether they reached any agreement on the office climate on that day, or if they will ever see eye to eye on identical dress . . .

Pity Bob Friedmann. All the while he's been thinking he is FAA's ski champ when, lo and behold, after a recent weekend in upper New York State he came limping into regional headquarters with a sheepish grin on his mug . . . "I fell down," he admitted to his giggling cronies . . .

Redface Dept.: George Patten of Airports recently was returning to his parked car when he saw a figure begin to trot away. He was so certain it was a thief that he checked his buggy over and, sure enough, a license plate was missing . . . The next morning he was telling the office gang about his experiences when up walked Airporter Bill Miraldi and handed George his car tag . . . It had dropped off its moorings the day before in the headquarters parking lot . . .

From Rita McLean of Flight Standards comes a couple of gems towit: A chip on the shoulder indicates wood higher

up. . . Her definition of courtesy and tact is that if you accidentally walk in on a female taking a shower and say pardon me, that's courtesy. But if you utter pardon me, sir, that's tact . . . ho hum.

The gals in one headquarters office are in constant disagreement as to whether their office is too cold or too warm. Whether it is properly ventilated causes more disparagement . . . After working together a spell, all the young ladies -- and they are chicks, mind you -- agreed that their standards of judgment were colored in some degree by the fact they all wore different costumes . . . With that settled, they decided to dress alike for just one day. On that eight-hour shift three senior clerk supervisors donned dark skirts and white blouses. Six of the clerks at the next level were costumed in white blouses and green skirts . . . Their supervisor, poor weary soul, is still at a loss to

H. Hansen, chief of the Airways Technical Field Office at Binghamton, N.Y., writes that the "More New Arrivals" column on page 13 of the March THRUST is not the answer to the personnel problem and suggests other means be used to accomplish staffing. . . We are still trying to figure out if he is objecting to the title of the column or its format . . . Infamous Quote Dept.: "I am rather like a mosquito in a nudist camp . . . I know what to do, but I don't know where to begin" . . . Author is unknown and unsung, thank goodness. Otherwise, there might be one less scalp in the region.

-- E. H. T.

FAA RETIREES AND SURVIVORS ELIGIBLE TO CONTINUE HEALTH BENEFIT PLAN UNDER ACT

(EDITOR'S NOTE: This, the fourth and concluding article covering the Federal Employee's Health Benefit Act of 1959, deals principally with how the law concerns you upon retirement.)

All folks in this day and age have become increasingly cognizant of the problems they must face upon retirement, and there are five requirements that must be met to enable your continuance in the health benefits plan under the Civil Service Retirement System.

In order to qualify for these benefits, your retirement must be effected after the effective date of the health benefits program.

When you retire, you must have been enrolled in an approved plan for at least the shorter of the following two periods of time: the five years of service immediately before your retirement or, all your service between the time you first had the opportunity to enroll and the time you retire.

You must have retired after at least 12 years of service or on account of disability. This service can include military duty, but must include at least five years of civilian service.

You must have retired on an immediate annuity -- that is, the beginning date of your annuity must be not later than one month after your separation from service.

The health benefits coverage also will continue after your death for your spouse and children provided (1) at the time of your death you were enrolled for yourself and family and had completed five years of civilian service, and (2) your wife (or husband) and children are eligible to receive a survivor annuity from your retirement system.

To continue the health benefits, an employee-annuitant or survivor-annuitant will continue to make regular payments. The cost will be no more than for an employee who is enrolled in the same plan. The annuitant will pay the portion of the enrollment cost by having it withheld from their monthly annuity.

All plans will provide the same benefits for annuitants as they do for employees since the government will contribute to the cost of an annuitant's enrollment on the same basis as that of employees.

General Aviation Pilot To Get New Type Of Flight Service

A new type of aeronautical service to the general aviation pilot has been introduced throughout the country. The FAA advises that in the future -- workload permitting -- Flight Service Specialists in FSS stations will "follow" VFR flights on which flight plans have been filed by the pilot.

Previously, the station of origin only forwarded a flight notification message to the destination station listed in the pilot's plan.

The service will work like this: Upon receipt of the flight plan the Specialist at the originating station will examine the filed route of flight and ascertain what stations the flight will pass over or near (as in a "direct" flight).

He will then see that those stations receive a copy of the flight plan message containing the aircraft identification and type, pilot's name, destination station and departure time (the remainder is still retained at the originating station).

If the specialist at the enroute station knows of any significant change in pertinent conditions that he may reasonably expect were not available at the pilot's pre-flight briefing, will initiate a call to the aircraft on the associated navigational voice frequency.

This safety service is not designed to shelter the careless, indifferent pilot, but provides a real, extra and valuable service to the careful pilot who pre-plans his VFR cross-country but may encounter sudden and unforecasted changes in flight conditions or facilities.

WELCOME



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BUDGET & FINANCE DIVISION

Anthony R. Biancardi--Jamaica.

GENERAL SERVICES DIVISION

Claudia J. Deitermeyer--Jamaica,
Edna M. Butler--Jamaica, Archie J.
Bellone--Jamaica, Harry Campbell--
Jamaica, Salvatore Cacioppo--Jamaica,
Allen J. Behrman--Jamaica.

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Thomas H. Brown--Bedford, Paul H.
Muskat--Bedford, Herbert C. Phelps--
Jamaica, Joseph E. Hobcroft--Jamaica,
Lawrence C. Cronin--Jamaica,
Alexander F. Wagner--Columbus,
Raymond C. Hostenske--Jamaica.

Irving I. Mankuta--Jamaica,
Lloyd B. McCarthy--Tulsa, Elizabeth
Kozimer--Cleveland, Russell V.
Finck--Flushing, Thomas H. Dye--
Jamaica, Kemp R. Holden--Lindenhurst,
James A. Culliton--Teterboro.

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Cleveland, Willard E. Wertenberger--
Cleveland, William E. Rice Jr.--
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Rutkiewicz--Jamaica, George K.
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Bogen--Washington, Lawrence R.
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Norfolk, William H. Frame--Rochester,
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Clifford J. Moore--Cincinnati,
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Donald C. Owens--Cleveland.

Mathew B. Huff--Cleveland,
John L. Louthan--Cleveland, Angelo J.
Ciolli--Cleveland, James F. Dissen--
Cleveland, Norman N. Hopkins--Houlton,
Thomas F. Carrico--Jamaica, Peter
Cap--Jamaica.

Roderick N. Garrett--Jamaica,
Clifton K. Stone--Jamaica, Richard
Schmidt--Jamaica, Harry Lloyd--
Millinocket, Alan H. Vivian--
Washington, Garland R. Holloman--
Washington.

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Samuel D. Dougherty--Zanesville,
Glenn Lenhoff--Cincinnati, Walter L.
Stretter--Niagara Falls, Henry W.
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Howroyd--Rome.

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Norfolk, Edgar R. Halsey--Washington,
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Charles H. Beltt--Jamaica, Luther M.
Marshall--Jamaica, Frank M. Brennan--
Avoca, Norman F. Brennan--Jamaica,
George W. Perry--Columbus, Silvio T.
Fressola--Jamaica.

Zelma I. Roberts--Harrisburg,
Jessie M. Bocook--Huntington,
Eleanor S. Bezio--Newark, Hilda S.

-- turn to page 16

ANF Plant Engineering Reports On Variety Of Activities

Otto Suriani will take the "big step" to matrimony on May 9. His lovely bride-to-be's name is Anita. Congratulations, Otto.

Lucy Pedulla and Louis DeRose had the branch in a tizzy last week when they announced their engagement. We were all blissfully happy for these two lovely people, particularly the girls in the branch, because Louis presented Lucy with a gorgeous gem -- and we do mean gem! Wedding bells must wait until Louis completes a 90-day military session.

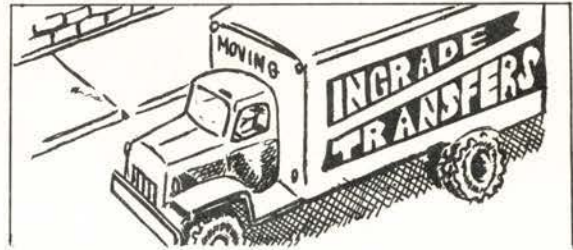
New cars and more new cars seem to be the chime in Plant Engineering. Rosemarie Rocchio, a newcomer to the Communications and Radar Section, took off after her first paycheck and bought a flaming red Chevy convertible trimmed with white. And, our handsome Don Kelly, shook up the office last week by announcing the purchase of a beautiful Dodge Dart convertible with a baby blue top. Don says to "match my eyes." Oh, yes, Barbara Holly bought a real cool pogo stick.

There is a flying bug in the branch in the person of Joe Palamara. Joe recently received his pilot's license and is looking for a partner to buy a new plane. Anyone who feels adventurous and daring, see Joe and he'll take you for a ride free of charge! Lotsa Luck.

In the traveling area, Mr. & Mrs. Arthur Young, he of Construction Section, are touring Europe. Mr. & Mrs. Richard Harris also from construction, plan to go to Washington, D. C. May 1 as permanent residents.

Chess Anyone? It's an interesting sight to see at lunchtime in the branch. Almost immobile figures, except for the slight of hand to put sandwich to mouth and back to the board again, are our chess-happy engineers. And may we say here, that this is the stillest they are all day!

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FLIGHT STANDARDS

Joseph H. Parise, from Newark to Jamaica.

INTER-DIVISION

Louis Landman, from Budget & Finance to Facilities & Material...Gertrude C. Herman, from Budget & Finance to Flight Standards.

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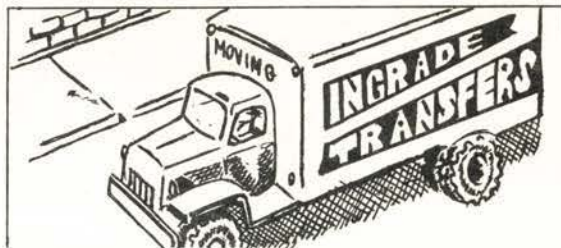
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\$63,000,000 Is Available For Federal Airport Jobs In Fiscal '61

Administrator E. R. Quesada announced that federal funds totaling \$63,000,000 will be available for the federal airport program for fiscal year 1961. Region 1's share totals \$17,871,913 with local project sponsors matching the federal funds generally on a 50/50 basis.

Construction of runways, taxiways and paving of aprons accounts for more than 76 percent of the appropriations with approximately 10.5 percent scheduled for the acquisition of land for airports.

PENNY'S ARCADE AT HANGAR 11 TOSSES IN VARIETY OF NEWS ON PERSONNEL

From the Aircraft and Avionics Maintenance Section at Idlewild's Hangar 11 -- affectionately dubbed Penny's Arcade by the hired hands -- comes the following bits of potpourri for consumption:

C. W. Penny, acting chief, has a new assistant in the person of Warren Moyer.

After a tour of 12 years with Grumman Aircraft as supervising inspector, he has again joined Government service in which he had served previously as assistant general foreman of aircraft maintenance and repair at Mitchell Air Force Base.

The new proposed growth of the Section and the establishment of new maintenance district offices in Richmond, Va., and Bedford, Mass., are primarily being held up because of the funds which have yet to be allocated for its inauguration.

The section offers its deepest sympathy to Lucy Fairweather on the loss of her father.

Congratulations are in order for the mechanics whose suggestions have been adopted. They are Louis Ferrari, Ronnie Hendricks, Richard Kropacek and Sy Barth.

Chief Penny has just celebrated his 39th wedding anniversary on March 24th.

REGIONEERS CONTRIBUTE \$2,100 IN FEDERAL FUNDS JOINT CRUSADE

In the recent Federal Service Joint Crusade spearheaded by Chairman Lloyd N. Young, 1301 contributions, totaling more than \$2100, were made by employees in the New York City area, according to final tabulations.

PROPERTY MANAGEMENT BRANCH REPORTS ON THIS AND THAT -- NEWSWISE

Lloyd Boggs in the Property Management Branch left for upstate New York this week. He is planning on repairing his boat and getting his fishing gear in shape for the coming season. (He expects a big catch).

Ann Sharp just got back from three weeks of sunny Florida. She has a wonderful tan and said the only trouble was that the vacation was too short. (Like-wise the money).

George DelGaudio of the warehouse was also in Florida and his suggestion is that we move the regional office to Miami. (Not a bad idea).

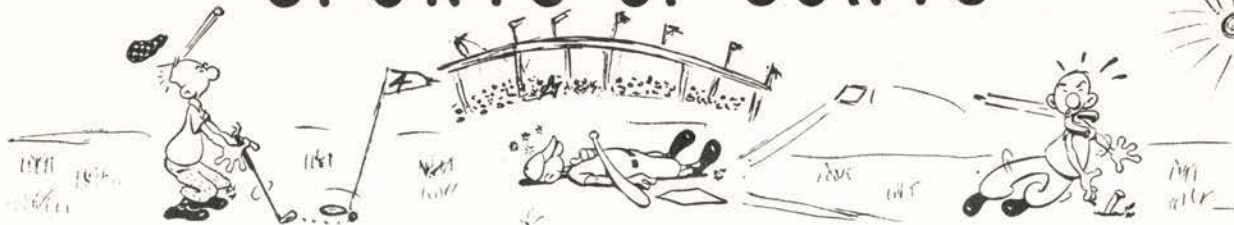
We are glad to welcome Allen Behrman. In case you haven't met Allen, he is the handsome new chief of the warehouse. He came from the Air Force at Mitchell Field, and all we can say is "their loss is our gain."

Nancy Schiralli is walking around the office with a long face. She only received nine letters in the last five days from her fiancé who is on duty with the Armed Services in Germany. (The Post Office is doing a thriving business between the two of them).

Our answer to Esther Williams is our own Selma Cohen, who is in spring training for her swimming classes which she conducts at Jamaica High. Besides looking good in a bathing suit, she really can swim. What a combination! Okay -- everybody into the pool!

With the spring weather upon us, Mike Kozulak is looking forward to becoming a gentleman farmer again. (His secretaries are looking forward to bags of green peppers and tomatoes).

... SPORTS OF SORTS ...



From Boston-way there is news of a challenging nature that is best to report verbatim:

For all golf-minded aspirants of Region 1 - in the Fall of 1959, the Boston Center won the much coveted Grand Challenge Cup from the New York Center as a result of their annual golf tournament. Since then, the New York Center has been dusting off a spot for this cup - if and when they regain possession. Although weather conditions for practice games have been in favor of New York golfers, Boston participants are inclined to believe they can "out-golf" their New York challengers in spite of the New England inclement weather. We can see where house chores will be piling up!

The Cleveland and Pittsburgh areas were also invited to play, but their transportation (sh-h-h, not so loud) broke down and they were unable to attend. Here's hoping they make it this time.

Also, there's a rumor "flying" around that Regional Office personnel will be asked to refrain from participating in the tournament on behalf of the New York area. Place your bets, folks!

While golfing is in the air throughout the year, another national pastime that holds the attention of regioneers is good ol' baseball.

With the big leagues already in action, no doubt before you can shake a stick there will be regional teams and leagues springing up like daisies.

Which reminds ye eds that reports on games and league standings will be a welcome subject on this page.

So get out pencil and pad, ye faithful field reporters and dispatch the latest scuttlebut on your aspirants to the major loops. There is nothing like balls flying, bats popping and gloves waving in the summer.

In the FAA headquarters bowling league, Tony's Team appears on the brink of coping first place. The Pin Wheels currently occupy the second slot, having a mere two game lead over the Hi Jinx. The Short Circuits are in fourth trailing by one point.

Close behind and threatening to pull abreast is the Idlewild Tower No. 1 team with only one-half point away. It's a mad scramble for those beautiful trophies for the first, second and third place teams. Final team standings will appear in the next issue.

Frank Capone, while bowling a new male high series, a sensational 657, threatened Carmen Schettino's individual male high game of 255. Marie Braccio's working curve ball produced a new womens high of 211. Madeline Sommi scored 200 and Peggy Johannesen a 203. The girls were all presented with beautiful trophies by the management for their accomplishments.

In the last issue of THRUST, while reporting on the FAA bowling team Hi-Jinks who placed third in the King & Queen bowling tournament, we inadvertently failed to mention the names of the following team members: Madeline Sommi, Joan Kalibat, Jim McMahon, Al Fanelli, Ted Sosnowski, Al Hautanen and Ken Humbert. A thousand pardons.

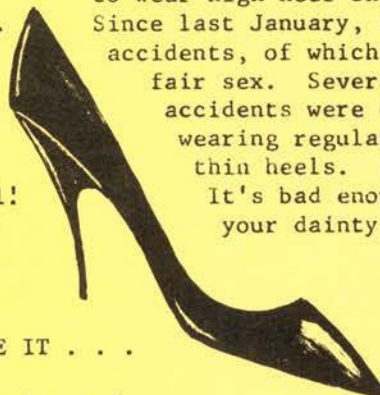
New officers have been elected for the 1960-61 season. Ed Kelly was named president succeeding Jim McMahon. Madeline Sommi is the new vice-president, taking over the spot vacated by Lou DeRose. The treasurer-elect is Bob Friedmann. Carol Griglik completes the slate as secretary. May their reign be a happy one.

From Norfolk comes word that the facility softball team has reorganized for the 1960 season. Cliff Holsberg will be at the helm, with Mike Reese the assistant manager. Once they have warmed up a bit they will be ready to take on all comers -- north, south, east and west -- mind, you.

SPOTLIGHT ON SAFETY

Just a tip to Milady . . . Wear Sensible Shoes

Fashionable as it may be will surely reduce accidents. offices accounted for three personal injuries to the were noted. These ladies -- bless'em ----- steel capped heels and extra be the cause of your downfall! to go blind trying to follow



to wear high heel shoes, medium or low heel shoes Since last January, slips and falls in regional accidents, of which we are aware, resulting in fair sex. Several "near-misses" likewise accidents were directly attributable to wearing regular high heels, spike heels, thin heels. So gals, don't let a heel It's bad enough for the male "heel" your dainty little footsteps.

SAFETY . . . LIVE IT, BREATHE IT . . . AND SUGGEST IT!

Wanta become a hero or heroine and at the same time make yourself a mite richer?

All you have to do is come up with a crackerjack safety suggestion that will contribute toward safer and happier lives. Jot it down on one of the regional suggestion forms and mail it post-haste to the Incentive Awards Officer, Jamaica Headquarters. He'll welcome concrete ideas and reward you accordingly.

Suggestions already have been received at headquarters on subjects such as car seat belts, safe driver awards, reflective paints and tapes and even on ice and snow melting compounds --- all of which have been evaluated by the General Services Occupational Safety Office.

UNEXPLAINABLE PROBLEMS OF THE SIXTIES

Man can fly faster than sound but can't walk down a flight of stairs without tripping or falling.

Man can feed data into an electronic computer and get detailed information about the average worker except what makes him cause accidents.

Man now knows more about the other side of the moon than he knows about his bad driving habits.



"Yes, now that you mention it, I have been shocked a few times."

NATIONAL SAFETY COUNCIL

ROUND-UP OF FREAK

ACCIDENTS - YEAR 1959

- January - Clothing entangled in steering wheel, driver (male) lost control - Result: Government truck damaged.
- May - Confused sea gull flew into Government car's windshield. (Feathers and glass were scattered to the four winds)
- Employee struck on nose by high flying flight progress strip holder tossed by co-worker.
- June - Falling tree limb (probably weeping willow) broke window of parked Government truck.
- Gnat landed in technician's right eye at VORTAC site. (The pest's radar obviously failed)
- Aug- Wooden porch railing collapsed when employee leaned against it. Result: The employee ate next several meals standing.
- Nov- Deer leaped in front of Government truck, damaging grille. (Venison was immediately available to takers who happened to be inmates of a nearby County home for the aged)

WELCOME ABOARD

-- starts on page 11

Hepner--Richmond, Buleta L. Horn--
Jamaica, Bessie B. Lapidess--
Jamaica.

Helen Bienstock--Jamaica,
Ernest A. Gregoire--Albany, Donald A.
Evanko--Atlantic City, John A.
Daneau--Atlantic City, John E.
Labrie--Atlantic City, Herbert M.
Kershaw Jr.--Atlantic City.

Ralph J. Guenther--Atlantic City,
Joseph N. Welch Jr.--Baltimore,
Allen L. Jackson--Boston, Max
Boshko Jr.--Boston, Richard A. Meade--
Boston, Phil Jones--Charleston,
Thaddeus J. Jurkiewicz--Cleveland.

Harold G. Henry--Cleveland,
David L. Bott--Cleveland, David M.
Katenkamp--Cleveland, Lee A. Moehle--
Cleveland, Charles E. Hughes--
Columbus, Richard Souder--Columbus,
Keith D. Brown--Dansville.

Charles E. Martin--Dayton,
Donald A. Boulette--Glens Falls,
David L. Hanner--Harrisburg, Paul
Brubaker--Harrisburg, Frank P.
Boguslaw--Harrisburg, Clark D. Sharpe--
Harrisburg.

Calvin Coleman Jr.--Jamaica,
Robert E. Bailey--Jamaica, Robert G.
Amaral--Jamaica, Joseph T. Dinsmore--
Jamaica, David Lakins--Jamaica,
Leonard S. Wojnoski--Jamaica, Cogan G.
Marshall--Lexington.

Louis P. Townsend--Mansfield,
James P. Smith--Norfolk, Rudolph V.
Dudics--Pittsburgh, Ronald W.
Shoemaker--Pittsburgh, Joseph T.
Ruszenas--Quonset Point, Edward J.
Spruill--Richmond.

Warren R. Dickens--Roanoke,
James V. Case Jr.--Roanoke, Norman R.
Stuart--Roanoke, Richard R. Wilson--
Rome, Ronald T. Richardson--Syracuse,
Preston E. Smith--Washington, David L.
Sprecher--Washington.

Ronald T. Valenzo--Washington,
John C. Greenfield--Washington,
Eurith D. Grier--Washington, Edward P.
Novak--Washington, Donald H. Anderegg--

Washington Center Notes Transfers, Departures

Washington Center bid farewell last
month to four old hands -- long-timers
with the First Region and ATC.

Vince Ancell, a 13-year controller
and coordinator in the nation's capital,
departed for a position with the Air
Force at Dobbins Air Force Base in Geor-
gia. Another coordinator to the Air
Force was Denver Normand, who set sail
for Madrid, Spain to take up new duties
with AACCS.

Two additional coordinators trans-
ferred to the FAA Aeronautical Center at
Oklahoma City -- Sid Reiser and Bernie
Fonza -- as ATC instructors. Good luck
fellows.

Charles D. Osgood has been trans-
ferred from Lynchburg Combined Station/
Tower to Anchorage International Flight
Service Station.

1,900 REGIONEERS PURCHASE \$58,000 WORTH OF BONDS

A total of \$58,063 was deducted from
the payrolls of 1900 regioneers for U.S.
Savings Bonds during the period ending
March 19. The number of employees in
the region at that time totaled 6652,
according to Irving Mark, chief of Bud-
get and Finance.

Washington, Paul F. Daly--Washington,
Eugene N. Bootier--Washington.

William H. Bennett III--
Washington, Ronald Buckner--Washington,
Russell H. Slater--Washington,
Robert W. Woffenden--Washington,
M. David Lattanzio--Washington,
Gerald F. Cherry--Washington.

Maurice E. Joyal--Washington,
Zane C. Watkins--Washington, Edmund
Medeiros--Windsor Locks, Robert F.
Wolford--Akron, Paul M. Carruthers--
Cleveland, Theodore W. Boehmer--
Flushing.

Thomas B. Bowen Jr.--Huntington,
Charles DeLeonard--Jamaica, William C.
Seyler--Pittsburgh, Francis P.
Loftus--Washington.