



THRUST



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BLATT GOES TO "D.C." *APPOINTED DEPUTY DIRECTOR OF BUREAU OF FACILITIES & MATERIEL*

S.W. BOBSKILL DESIGNATED ACTING REGIONAL MANAGER



Joseph D. Blatt, Acting Regional Manager of FAA's Region 1, has been appointed Deputy Director of the Bureau of Facilities and Materiel of the Federal Aviation Agency.

Mr. Blatt, an engineer of more than 20 years aviation experience, became Deputy Regional Administrator in Region 1 for the former Civil Aeronautics Administration in 1956 and was named Regional Administrator in 1958.

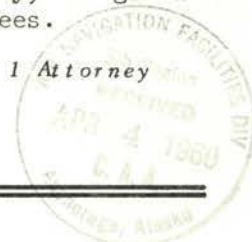
He joined the CAA in 1937 and has held a variety of important positions in the agency, including: Chief, Air Navigation Facilities Planning and Control Staff, Planning Liaison Officer, Chief of the Planning Staff Division, and Assistant Administrator for Planning, Research and Development, all in the Washington Office. He also served in various positions in the Kansas City and Atlanta Regional

Offices.

During World War II he served as a consultant to the U. S. Air Corps with headquarters in Belem, Brazil, in the planning and construction of an airway from Miami to Natal, Brazil.

He participated in the first Air Defense Planning Board which established the basic concepts of the current Air Defense Identification System. 'Joe' as he is familiarly known to his host of friends and admirers, was born in New York City, was graduated from the College of the City of New York and holds BSE and MCE degrees.

S. W. Bobskill, Mr Blatt's Deputy Regional Manager and former Region 1 Attorney has been designated Acting Regional Manager.





THRUST

Vol. 2 No. 3

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Page 2

In Ye Ed's Corner



REGION I

Monthly News Digest

Published by and

for Personnel

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Acting Regional
Public Affairs Officer

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Eileen Huskey, Howard Simcox, Marguerita McLean -- Flight Standards

Grace Sabato -- Air Navigation Facilities

Dick Gale, John Wilson, Frank Heller, Chester Talix

Printing -- Thomas J. Travaglini

The following is not an apology, but merely a statement of fact; If the current issue of 'THRUST' isn't up to its usual standard, allow us to state the reason is the unfortunate absence of our Editor, Eual H. Thornton.

We all are saddened by the untimely demise of Eual's beloved wife, Octavia. Needless to say, our sympathies go out to him in his sorrow.

In this issue of 'THRUST', our big story naturally occupies page one. To venture a guess as to the article of next import would be presumptuous - and that we Ain't.

Two new features are being introduced in this issue - Sports of Sorts - found on page 9 News and Views - on page the 5th. Speaking of News and Views, this column will incorporate most of the material submitted by you folks in the hither and yon areas, so don't stint, let your news roll in.

One of our regular features - Biographically Speaking - spotlights the current unholy three, and can be found by diligently searching this compilization of 'Bon Mots' - The proportionate cost of the new health benefit program occupies page 4. No matter what your desire, be it knowledge of cancer, as discussed by Dr. Gentry, general gossip, supplied by FAAing Around or whats happened to that old buddy of a few years back - the answer of which may be found in Ingrade Transfers, I'm certain there will be something for everyone. Happy Reading.

Harry Rosenthal -- General Services

Felicia Orioles -- Legal

Estelle O'Polyn -- Airports

Esther Sulzer -- Medical

-- Air Traffic Management

JAMES PARKINSON, FAA'ER

CIVIL SERVANT OF THE YEAR

FEDERAL CIVIL SERVANT MARYLAND YEAR 1959

James Parkinson, Air Traffic Control Specialist at the Baltimore Friendship Control Tower, Baltimore, Maryland, was selected from a group of 5 finalists for title of "Federal Civil Servant Of The Year Maryland 1959" by the Federal Business Association of Maryland.

The Association citation reads as follows:

"Mr. Parkinson working with a mark about the size of a pin head on a radar screen, vectored a light aircraft which was in distress over the Chesapeake to a safe landing at Eastern Airport during extremely adverse weather conditions."

This award was presented to him by Mr. Phillip M. Wagner, Editor of the Baltimore Morning Sun.

The presentation was made at an awards luncheon attended by representatives of all Federal Agencies who have offices in Maryland.



JAMES R. PARKINSON HOLDING CERTIFICATE OF AWARD. AT LEFT IS MR. WAGNER

WEATHER AND FLIGHT DATA BROADCASTS ON CONTINUOUS BASIS IN CINCINNATI AREA Weather Bureau and FAA Team Up On Operation

The U. S. Weather Bureau and Federal Aviation Agency recently announced inauguration of a continuous transcribed automatic aviation weather bureau broadcast in the Cincinnati area.

The latest aviation weather reports and forecasts are being broadcast 24 hours a day from Greater Cincinnati Airport into a 250-mile radius.

Any radio receiver capable of tuning to the 200-400 kilocycle band can receive these reports at a distance up to 100 miles.

Developed and built by FAA engineers, each broadcast unit costs approximately \$12,000, it will repeat up to 6 minutes of weather information, any element of which can be renewed to reflect weather changes as they occur.

The United States Weather Bureau furnishes area and route information forecasts especially tailored for these transmissions, the FAA adds Notice to Airmen concerning conditions of runways, airports and air navigation aids.

New information is introduced at least once an hour.

Pilots operating in the New York Area can utilize this service by tuning into the LaGuardia low frequency radio range. Region 1 and adjoining regions will effect national coverage when a total of 88 of these installations have been completed.



**ENROLL IN
PAYROLL
SAVINGS BOND
PLAN.....**

GOVERNMENTS SHARE OF HEALTH BENEFIT DISCUSSED

PERTINENT DATA ON PERMISSIBLE PAYOLA

As promised in the previous issue of 'THRUST', this month's article deals with the cost of the various proposed insurance plans.

The June 1 target date for beginning employee enrollment under the Health Benefit Program will be revised to an earlier date, if it is at all possible.

Eligible employees who elect to participate in the Health Benefit program will be covered under the plan they select, beginning on the first day of their pay period following July 1, 1960. Deductions from their pay checks to cover their share of the subscription costs will also begin in that pay period.

For most employees this date will be July 10, 1960.

The total cost of the various plans naturally will depend on the type of coverage chosen by the employee. The Government, however, will generally speaking, contribute approximately half the cost of the plan.

For instance, if your premium is \$6.00 monthly, the Government will contribute \$2.80, the balance \$3.20 will be deducted from your wage.



The top Government contribution will total \$6.75 monthly, if the type of plan selected by you should exceed \$13.50 monthly the entire premium less the Government's allowance will be deducted from your pay.

Following is a brief resume of the previous articles concerning the Federal Employees Health Benefit Act of 1959:

1. Those who are eligible for federal employees group life insurance are eligible for the Health Benefit Plan.
2. The physical conditions of the initial applicant and his family, will not be a factor in the rate of premium charged, or a question of whether the applicant will be accepted. Subsequent applicants, however, may be subjected to physical examination and the premium may be established according to the age of the applicant.
3. Coverage is not automatic but must be applied for.

There is no guarantee that the cost of the plan in which you enroll will not increase. Eventually the cost may increase because your plan may provide additional benefits or because the cost of paying for hospital and medical care may go up. There is, however, a maximum limit on the amount the Government can contribute -- \$3.95 for self-only enrollment; \$9.55 for a family enrollment; and \$5.60 for a family enrollment which includes a nondependent husband.

EDITOR'S NOTE: This is the third in a series of articles concerning the
FEDERAL EMPLOYEES HEALTH BENEFIT ACT OF 1959.

In next month's THRUST, we will present more detailed information
about the benefit plans that you may choose

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W

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AND
VIEWS

LEGAL LINGO



The Office of the General Counsel recently issued an opinion which will be of interest to many.

The question - whether an FAA employee in the performance of his duties on an aircraft, (1) jeopardizes his insurance coverage, or (2) compromises any death or disability compensation claim he or his family might have if he suffered serious or fatal injury in an accident because he was standing in the cockpit while observing operation of the aircraft.

The answer - No. Voluntary exposure to danger does not defeat recovery under an insurance policy, unless the policy so states. Under the Federal Employees' Compensation Act (5 USC 751 et seq) only misconduct (including intoxication) or willful intent to bring about injury or death will defeat recovery (5 USC 751).

Negligence of the employee is no bar to recovery.

.....

The Regional Attorney's Office lost Norman H. Plummer to the General Counsel in Washington, D. C. Norm came to work for FAA last July and handled a large portion of the enforcement work of the Region.

John T. Quinn reported on March 7th from the Washington headquarters staff where he has been employed for the past 14 months as a Legislative Attorney in the Office of the General Counsel.

Prior to that time he served for three years as a Legal Specialist in the United States Navy and was released from active duty with the rank of Lieutenant.

MOVING COMPLETED

The big day finally arrived, February 15, when the Harrisburg Combined Station and Tower went their separate ways.

Each facility is now ensconced in their new operating quarters. No interruption of service to the aviation public was experienced as the move was well coordinated and timed.

The new control tower extends one level higher than the former and provides excellent visibility to all portions of the field. (BELOW IS PICTURE OF TOWER)



"BEYOND THE CALL OF DUTY"

An electronic technician receiving his performance rating was told there were three kinds of ratings, unsatisfactory, satisfactory and outstanding.

Having received a satisfactory rating, he queried his supervisor as to what was necessary to receive an outstanding rating.

"Well, was the reply, "You were in the Army, weren't you, what would you have to do to get the Congressional Medal of Honor?"

ON YOUR LEFT . . .



John G. Saure is presently Chief of the Aircraft Engineering Division and has been for the past 3 years, he has been with the FAA and it's predecessor agencies since 1929.

Prior to the year of the great depression, he served a stint with the U.S. Air Service during the years 1925 thru' 28.

John possesses that refreshing rarity of dedication to, and total enjoyment of, his chosen profession. -- I think the best insight into this mans character is contained in a thought expressed by him, which I'm certain he thought would never be divulged.

"Aviation has been a major part of my life, and I hope I have been able to contribute to its growth and advancement".

John a firm believer in the adage 'All work - etc. loves fishing, stamp collecting and adressing any group, any where, any time if the subject is aviation. His prime love of course is his lovely wife Eulia and daughter Naomie, all can be found at their dwelling, located on Sandra Drive Huntington.

. . . IN THIS CORNER

In this corner weighing 220 lbs. wearing white trunks -- T. C. Gentry. "Doc", although not possessing a vindictive nature, has needed more folks in Region 1, than any group of practical jokers.



Thomas Christy Gentry, just happens to be Flight Surgeon of the First Region.

Since his utterance of the Hippocratic Oath his experiences have been naught but interesting and on more than one occasion harrowing. "Doc" was the Chief Flight Surgeon of Gen. Chennault, of Flying Tiger fame and holds the rank of Colonel, United States Army Air Force (Ret.)

He was awarded the Legion of Merit, the Distinguished Flying Cross and several foreign medals during WW II. He formerly was Medical Director of American Airlines but returned to be the Medical Director of Gen. Chennault's airline in the Far East before joining CAA in November 1955. -- Dr. Gentry and his spouse, Huguette, receive their mail at 71st Ave. Forest Hills, New York. Docs a native of Texas.

. . . THE ANCHOR MAN . . .

Lloyd N. Young - The gentleman responsible for the General Safety Division. Occasionally one encounters an individual whose talents are ideally suited for the task he is to perform -- in the Chief of the aforementioned division, we find this ideal mating of man and duty.

Lloyd Young, Colonel in the United States Air Force Reserve, has an enviable background in the aviation field. As a veteran flier of World War II and the Korean conflict he garnered experiences of inestimable value -- while thus engaged, he had occasion to fly the then X60, and was assigned to Lockheed, flight checking aircraft after they had been modified.

Mr. Young spent 20 years in Region 2 and ten months in Washington, D. C., prior to coming to Region 1 as General Operations Branch Chief.

A thumb nail analysis -- quiet, reflective, competent.



Courageous? - Indubitably, he umpires little league baseball in Massapequa, where he, his lifetime partner Morneta, daughter Nancy and son Steve, hang their clothes. The flying public can sleep soundly tonight - General Safety is in excellent hands.

FAANG AROUND

Cigar smoke was heavy over the offices of the Plant Engineering Branch during the months of February and March. The reason? Edward Verba, Arnold Rabin and Richard Harris, our proud engineers, all were blessed with bouncing baby boys. How about that? Baby Verba arrived March 7, 1960 weighing in at 8 lbs., 6 ozs., Baby Rabin arrived February 18, 1960 weighing in at 6 lbs., 3 ozs., and Baby Harris, on February 20, 1960, weighing an even 8 lbs. Mrs. Harris, the happy mommy of little baby Harris, is a former FAA secretary in the Plant Engineering Branch. Congratulations to all! . . . On military leave for three months are civil engineers Tom Clabby, Stanley Schwartz and Arthur Papa.

Harry Hull, Chief, Watertown FSS, has recently acquired a new single side band rig and will be on 75 again in a few weeks. The call sign is W2YGC. Harry is looking forward to hearing from FAA amateurs. . . . To date it is reported that Watertown has had a total snowfall of 108 inches. They further report that the personnel have done a fine job as no overtime or absences due to weather were reported.



Dick Gale reports that the morale of the planning branch of the Air Traffic Management Division has skyrocketed upward. Their smiling faces attest that their long-awaited move to new quarters is now complete. Fresh paint, new furniture and greater telephone capabilities have given all a new outlook on life.

Norman Cohen of the Fiscal Branch became a proud Papa on March 5, with the birth of his first child, a 7 lb. 7 oz. baby. With those statistics he sounds like a natural.

I don't believe that the significance of the order of the next two items received from ATDO #25 at Elmira, N.Y. was arranged with malice aforethought, however, upon superficial examination it would seem that Paul Logan of that department, was reminiscent of a rat leaving a sinking ship. Hal Knab in submitting the two items presented them thusly: Winter has really been blasting us the last few days, with well over a foot of snow and more coming. One man from this sector "Quote" Paul Logan, has departed for Oklahoma to attend VOR and ILS training.

Budget and Finance informs us that wedding bells rang out for Geneva Williams of the Audit Branch, who married Joseph Bullard on February 20.

Not wishing to cast any aspersions on the apparent super thriftiness of Donald Dacey of the New York Center, his cohorts think it rather significant that he arranged the birth of his child, Donald James Dacey, to coincide with his duties as instructor at LaGuardia Training School, thus enabling him to limit greatly the number of cigars passed out.

F. Wooley of ATDO #1 reports that his chief, Irving Mentcher, recently returned from computer school, and among other things can now count to a million in binary computations.

Speaking of tightness as regards offspring, Joe Somes, of the New York Center is leading all candidates in being named 'the personification of pecuniary parents'. Joe, with the aid of a helpful wife, arranged for his latest child to be delivered Feb. 29. Joe has been heard to announce that the child will have birthday parties but once every four years.

The front office wishes to congratulate all those who showed up at work on Friday, March 4th in spite of the heavy snowstorm.



NEW ARRIVALS



WELCOME ABOARD TO THE
FOLLOWING AIR TRAFFIC
CONTROL SPECIALISTS WHO
JOINED REGION ONE DURING
THE PAST MONTH.....

Bobby J. Bailey--Blackstone
Station, Philip C. Lowe--Boston
Station, William F. Crohan--Boston
Station, Arthur A. White--Boston
Station, Daniel R. Tucker--Boston
Station, Kenneth J. Miller--Bradford
Station, Dilmus L. Jarrett Jr.--
Bradford Station, Earl J. Coakley--
Buffalo Station, Russell J. Hilditch--
Cincinnati Station, Jenis J.
Grindstaff Jr.--Cincinnati Station,
Walter H. Mitchell--Cincinnati Station,
Thomas J. Maloney--Cleveland Station,
Robert G. Guadagni--Cleveland Center,
William K. Gale--Cleveland Center,
Carl E. Cowgill--Cleveland Center,
Dwight M. Hendrik--Cleveland Center,
John J. Coyle--Cleveland Center,
Robert L. Caramenico--Cleveland Center,
George R. Storch--Cleveland Center,
Ronald M. Sloan--Cleveland Center,
Michael C. Jengo Jr.--Cleveland Center,
William F. Rivette--Cleveland Center,
Lawrence C. Martin--Cleveland Center,
John C. McManus--Cleveland Center,
Constantine B. Limber--Cleveland Center,
George A. Brenner--Cleveland Center,
Larry A. Taylor--Cleveland Center,
William S. Bonney--Houlton Station,
John S. Askey Jr.--Jamaica Station,
Alphonse E. Matera--Nantucket Station,
Wallace E. Hamell--Norfolk Center,
Richard G. Stevens--Norfolk Center,
Richard F. Jason--Norfolk Center,
Warren H. Gathje--Norfolk Center,
Gerald L. Hood--Norfolk Center,
Robert A. Nowell--Norfolk Center,
Richard W. McCabe--Norfolk Center,
Edward J. McAllister--Norfolk Center,
Frank E. Alexander--Norfolk Center,
Wayne D. Kiebler--Pittsburgh Center,
Edward G. Francis--Pittsburgh Center,
Percy E. Sudsbury--Pittsburgh Center,
Clayton D. Boring--Pittsburgh Center,
Herbert J. Rossell Jr.--Washington
Center, Richard L. Prince--Washington
Center, Clinton W. Mowry--Washington
Center, Aarne Hartikea--Washington
Center, Paul A. Goodridge--Washington
Center, Ronnie E. Nichols--Washington
Center, Jesse G. Fodero--Washington

Center, George R. Cook--Washington
Center, George S. Laing--Washington
Center, Bruce S. Baker--Washington
Center.

The welcome mat is also out for
the following Electronic Maintenance
Technicians.

Walter Gilbert--Albany, Joseph M.
Ciamacco--Albany, Richard Phillips--
Albany, Maryan H. Bouchard--Atlantic
City, James L. Robinson--Atlantic City,
Norman D. Brauregard--Atlantic City,
Howard W. Auger--Atlantic City, Louis J.
Deurlein--Atlantic City, Carl J.
Audino--Atlantic City, Jarl E. Sandahl--
Boston, George A. Moran--Boston,
Joseph P. Clark--Boston, John J.
Dufour--Boston, Francis J. Romano--
Boston, John F. Hews--Buffalo,
Gerald A. Fischer--Buffalo, Robert J.
Preston--Charleston, Clayton A. Lowe--
Cleveland, Bernard D. Gaston--
Cleveland, Charles W. Feix--Cleveland,
James D. Taylor--Cleveland, Ralph E.
Brown--Boston, John A. Sirvydas--Boston,
Robert L. Washington--Boston, Gene M.
Pass--Charleston, William P. Wildermuth--
Columbus, Wallace G. Tew--Dayton,
James W. Scanlon Jr.--Erie, Evan Charles
Evans--Front Royal, Paul A. Rinaldi--
Jamaica, Lawrence Deutscher--Jamaica,
Edward T. Egan--Jamaica, Donald L.
Rausch--Jamaica, Frank J. Viscardi--
Jamaica, James J. Henry--Jamaica,
Nelson C. Henke--Jamaica, Raymond E.
Lemelle--Jamaica, John A. Tracy--
Jamaica, Carl M. Kochman--Harrisburg,
George J. Weaver Jr.--Harrisburg,
Robert C. Lamar Jr.--Louisville,
Irving Callender--Newark, Don R.
Harrison--Norfolk, William Moehos--
Norfolk, Milton B. Merkins--Norfolk,
George Thomas Jr.--Philadelphia,
Melford C. Davis--Pittsburgh, Ronald
Orzechowski--Pittsburgh, Robert C.
Cinna--Pittsburgh, Andrew J. Haddavny--
Pittsburgh, George M. Bednarik--
Pittsburgh, Paul J. Costello--Portland,
James P. Smith--Richmond, Travis H.
Barfield--Roanoke, Paul L. Means Jr.--
Syracuse, Milton B. Keesler--Syracuse,
Joseph G. Lechman--Washington, Dennis C.
McMullen Jr.--Washington, Richard D.

... SPORTS OF SORTS ...



The next issue of THRUST will inaugurate a new series entitled Sports of Sorts.

Any and all sports activities participated in by First Regioners will, we hope, be brought to light for the edification of their fellow FAAers.

The pickins' are a mite lean this issue, but I believe it is of some interest to note that according to W. J. Armknecht of the Buffalo FSS, the Buffalo ATCS bowling team, participating in the Federal League, has captured 26 of their first 30 games.

The Buffalo keglers had high hopes, to coin a phrase from John Adie, the Madison Square Garden fight announcer, of emerging victorious. Some quarters however, feel that the resulting loss of 10 pin star Mike Gallagher, to the Cleveland Center, may put a serious crimp in their aspirations to pick up all the marbles.

While on the subject of bowling, THRUST has been informed by E. E. (Red) Callaway that the Richmond - FIDO recently set a league record of 902 for a single game. Team captain Walt Townsend said much of the credit is due Ernie Evans. Ernie the newest pilot in the district contributed a single game of 226.

Other members of the FAA team include Red Callaway, Dick Johnston, and Corky Evans.

The next article of interest might at first seem misplaced, but I'm certain if viewed in the proper perspective, should appear under the title Sports of Sorts. I. Mentcher, Chief ATDO #1, New York, informs us that chief radar specialist Herb Pelton is back in the stork-race with Joe McCann of ATDO #3. Herb's wife recently gave birth to a bouncing baby girl, who tipped the scales at 8 lbs. 4 ounces, giving Herb a total of 8.

Richmond Tower personnel are keeping in trim with their weekly bowling exercise. There are 10 teams in the Byrd Field Bowling League and at last report Richmond Tower held down third place.

A little bird tells us that with 7 weeks of bowling to go, Tony's Team merrily rolls along in first place in Regional office bowling competition. The Pin Wheels have moved into second place closely followed by the Idlewild Tower #1 team. The race is tight and anything can happen.

High for the season thus far: For the males Carmen Schettino holds down all honors with an average of 175. He has also bowled the high game 255, and the high series of 630. The weaker sex have a little variety with Carol Griglik and Doris Gunther sharing high average with 141. The high game and high series were garnered by Marilyn Reaper. Rather grim what?

Speaking of the weaker sex, our favorite subject, even the FAA male fishing enthusiasts have been put to shame by Joan Kalibat. Joan, while on her honeymoon landed a 13 pound spanish mackerel. Despite the romantic sounding name of their fishing craft, the "Rick-O-Shay", it wouldn't be amiss to say 'there was something fishy about that honeymoon'.



OUT OF THIS WORLD

The Richmond Tower personnel were accorded Presidential treatment the other day by being given a familiarization flight in the Presidents Boeing 707.

This aircraft is based at Andrews Air Force Base and frequently uses the Richmond Airport and air traffic control facilities for training of their pilots.

B a word to the wise...

WHAT YOU SHOULD KNOW ABOUT CANCER

by
DR. THOMAS C. GENTRY
Regional Flight Surgeon

Thousands of people are alive and well today because their cancers were checked in time. Some cancers can be prevented; many can be cured if found and given proper treatment in the early stages. There is good reason to hope that in time physicians will learn how and why it starts, how it grows, and how to stop it.

Meantime, you have a responsibility to yourself and others to:

1. Have a yearly medical examination.
2. Know how cancer develops.
3. Learn the early danger signs.
4. Get medical help at once if any one of them appears. Cancer is unlike many diseases which begin with a fever, a rash, or some other definite symptom. More often the early symptoms of cancer are scarcely noticeable; with rare exceptions, there is no pain or discomfort at first in any kind of cancer.

Early warning signs:

1. A lump or thickening anywhere in the body, especially in the breast, lip or tongue. Any change in the size, shape or portion of the breasts.
2. Irregular or unexplained bleeding from the nipple, vagina or any body opening; blood in the urine or stools.
3. A sore that does not heal, particularly about the tongue, mouth or lips.
4. Progressive change in the color or size of a mole, wart or birthmark.
5. Persistent indigestion, especially in persons over 40 years of age.
6. Persistent change in normal bowel habits.
7. Persistent hoarseness, sore throat or difficulty in swallowing.

The first step -- getting a check-up is up to you.

ADDITIONAL HEALTH BENEFIT INFORMATION

Thanks to Hy Kaplan, NY-93, the following additional information is made available to Region I:

The Civil Service Commission has advised that contracts with the carriers were scheduled to be signed in March. It has further advised that written detailed information on all of the health plans to be made available for employee enrollment is being prepared for distribution to all employees for around the end of May. (Everyone should hold their questions until they have received this material).

The Region scheduled 100 employees throughout our fifteen states to take two days of training on this program with the Civil Service Commission. One day of the training was in March and the second day will be in May. The present plan is to use these people to help in counseling and in presenting supplementary information to all employees if it is found necessary to do so after the distribution of written information as described above.

FAA BOWLERS PLACE THIRD IN KING & QUEEN TOURNAMENT Jim McMahon Wins King Trophy

The FAA team calling itself the "Hi Jinks" made a commendable showing in the above named tournament. Of 84 teams entered in the tournament, the Hi Jinks placed third. Long Island Industries were well represented by Sperry, Republic, Nordan Ketay, Grumman, C. M. Johnson, Long Island Lighting, Long Island Press and Newsday to name a few.

The name of FAA was on everyone's tongue as the Hi Jinks placed first in the elimination round of twelve games. However, in the final round, a Sperry team appropriately named the "Bandits" stole first place. The Long Island Press entry with its consistently good bowling placed second and the FAA Hi Jinks, displaying tremendous team spirit, placed third.

(CONT. ON PAGE 15)

SUPPOSE WRIGHT TRIED IT TODAY

by H. I. Phillips

"For some years," wrote Wilbur Wright in a letter back in 1900, reproduced in the new book, "Miracle at Kittyhawk," I have been afflicted with the belief that man can fly. My disease has increased in severity and I feel that it will soon cost me an increased amount of money, if not my life. I am trying to arrange my affairs so that I can devote my entire time to the job." Wilbur and Orville were then owners of a little bicycle shop, making a meager living. We can't help imagining what would happen today in the era of non-rugged endeavor and "let-Washington-take-care-of-everything" philosophy, if there were no airplanes and a businessman invented one. It seems to us the story would run like this:

1. Bicycle shop owner has idea for a plane to revolutionize transportation. He is so busy filling out sales tax records, federal forms, affidavits, etc., that he has little time to devote to it.
2. Ultimately draws blueprints and wonders what to do next. Rejects idea that he could possibly succeed on his own through persistence, courage, and self-denial.
3. Writes to Washington lending agencies explaining that he thinks he has a machine in which man could fly. This brings an FBI agent to his house in belief he is nuts.

Sanity Established.

4. Establishes sanity by showing registration as a Voter. Writes a bureau giving complete details of airplane.
5. Receives a reply beginning, "In reply to your letter regarding the invention of a plastic fishing rod."
6. Sends a second letter enclosing blueprints. Reply comes "thanking you for your offer of hatch covers for naval ships at \$18.25 each."

Learns Procedure.

7. Gives up trying to get anywhere by correspondence and goes to Washington.

Finds he must contact a 5 percenter, cut him in on the idea and give him a free plane.

8. Spends a year trying to find right office, even with help of 5 percenter.
9. Finally, through federal loans, builds plane and announces tests at Kittyhawk.
10. Government names committee to see tests but sends it to Pueblo, Colorado, by mistake.
11. A committee shows up two years later to see the plane fly at Kittyhawk, but it develops that it was a committee supposed to have been sent to New Orleans, La., to watch a demonstration of an electric railroad switch.

Old Man Gets Job.

12. Inventor names date for new test. Strikes prevent necessary work on plane. Matter goes to a federal mediation board.
13. Inventor, now weary and bent, decides to forget the whole thing and go back to his bicycle store.
14. Finds bicycle business failed long ago, due to taxes.
15. Decides to take a job on federal payroll and get along without any troubles to speak of.



GENERAL SAFETY DIVISION

Natale J. Geraci, from Teterboro to Jamaica.

AIR TRAFFIC CONTROL DIVISION

Jamison Hurst Jr., from Atlantic City to Akron. . . Thomas M. Finch, from Pittsburgh to Atlantic City. . . Paul J. Wilson, from Youngstown to Bridgeport. . . Carleton S. Gilman, from Buffalo to Burlington. . . Leroy R. Dibble, from Columbus to Camp Springs. . . Harold J. Doeblor, from Norfolk to Camp Springs. . . Curtis A. Gibson, from Covington to Camp Springs. . . William E. Sargent, from Washington to Camp Springs. . . Michael J. Gallagher, from Buffalo to Cleveland. . . Joseph G. Reenan, from Columbus to Covington. . . James E. Cocker, from Millville to Harrisburg. . . Raymond S. Fitton, from Boston to Harrisburg. . . James L. Dunlap, from Altoona to Harrisburg. . . William H. Wilder, from Washington to Louisville. . . Robert L. Bryan, from Baltimore to New Castle. . . Andrew J. Pinkard, from Pittsburgh to Philipsburg. . . Gordon H. Timberlake, from Columbus to Portland. . . Harvey T. Richardson, from Covington to Quonset Point. . . Charles J. Loedding, from Pittsburgh to Teterboro. . . Robert Marchock, from Harrisburg to Williamsport. . . John F. Colclaser, from Jamaica ANFD to Harrisburg Station.

AIR NAVIGATION FACILITIES DIVISION

Sidney E. Winslow, from Boston to Bedford. . . Joseph F. Engestrom, from Jamaica to Cleveland. . . Howard C. Fuller, from Boston to Jamaica. . . Paul Ottway, from Houlton to Jamaica. . . Robert F. Coyle Jr., from Washington to Norfolk. . . James P. Muldoon, from Jamaica to Columbus.

JET AGE TICKET PROCUREMENT SHAKE-DOWN A SUCCESS

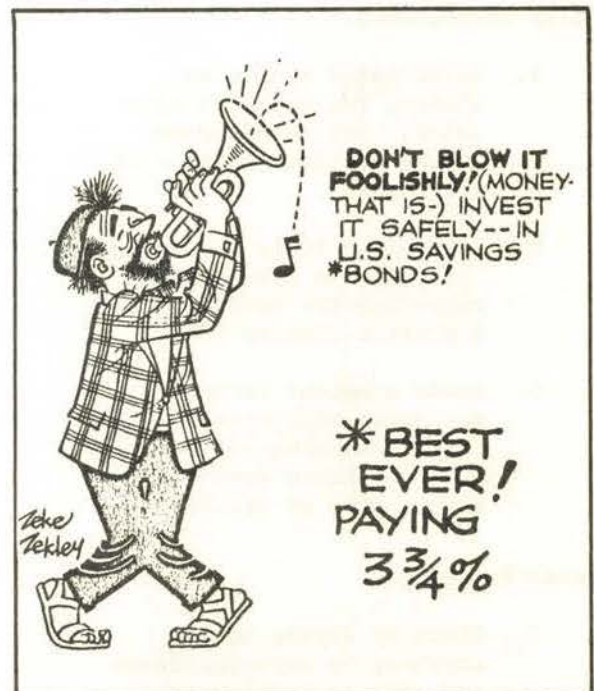
After a "shake-down" cruise that ironed out the major "bugs" in the system, the responsibility for securing airline tickets at Regional Headquarters by the new teleticketing service, (Jan THRUST p/8) has been transferred from the headquarters office of the transportation officer to the Message Center.

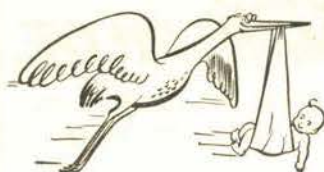
When this system was initiated last September, there were many problems to be overcome and "kinks" to be worked out. The modified teletypewriter equipment was installed in the office of the Transportation Officer to permit close control during this initial period.

Numerous improvements in service and efficiency of the system have been added since its inauguration.

With a smooth functioning service assured, the equipment and service were transferred to the Message Center, where it has become another unit in the battery of 16 teletypewriters now in use.

Tickets may be picked up at any time during the day, after there receipt in the Message Center, Room 296.





MORE NEW ARRIVALS

BUDGET AND FINANCE DIVISION

John J. Mazzotta, Charles J. Barreca, and Mary Vinson.

GENERAL SERVICES DIVISION

Evelyn M. Wine, Gloria A. E. Shivers, Robert A. Casazza and James L. Jeffers Jr.

PERSONNEL DIVISION

Grace M. Felicia and Josephine T. Fisher.

AIRCRAFT ENGINEERING DIVISION

Richard A. Kirsch and Betty L. Price.

AIR CARRIER SAFETY DIVISION

Vincent E. Schowengerdt, Frank G. Kendall, John F. Alcure, William T. Zendler, and Edward Condon.

GENERAL SAFETY DIVISION

Frederick A. Faffley, Joseph F. Budjinski, Karsten A. Egge, and Cecil E. Ruckman.

AIRPORTS DIVISION

Gail A. Lingle.

AIR TRAFFIC CONTROL DIVISION

Mattie W. Cardillo, Hazel P. Jennette, Mary S. Gutten, Angela Mascola, Frances A. Lohar and Marjorie A. Baxter.

AIR NAVIGATION FACILITIES DIVISION

Cyril H. Schulze, David I. Ozerkis, George Ronald Oliger, Bruce S. Brody, Edward Garcia, Theodore R. Kruger, Edward Sigall, Francis W. Lyons, Forrest W. Shoop, Donald E. Swinehart, Thomas F. Mazziotti

PREVIEW OF PENNY ARCADE

by Joe Marcantonio

HEAR! HEAR! HEAR! all readers of 'THRUST'. The Aircraft Maintenance Section is now in the news.

We hope in future articles to bring to you readers, in an interesting and sometimes humorous manner, the function and duties of our organization.

To start this mess, allow me to introduce myself, Joe Marc for short and associate reporter Cy Barth.

The Aircraft Service Branch as most of you know, or do you, is located in Hangar 11 and our Warrior Chief is Mr. C. W. Penny, who incidently recently celebrated his 59th birthday.

The proposed name - for future articles will be Pennys' Arcade. We wish to take this opportunity to make welcome at our humble hangar home, Ray Hostenske and Sal Mancuso who joined our ranks as aircraft mechanics.

For you folks that place significance in the magic of numbers, you might do well to follow 2. Phil Gundel and Zop became fathers of their second daughters, Joe Wisey broke the chain of girls by being instrumental in fathering his second son.

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(CONTINUED FROM PAGE 10)

MCMAHON KOPS "KING" TROPHY

Highlight of the tournament was the crowning of a King and Queen and our own Jim McMahon won the "King" trophy. Madeline Sommi had the Queen title within reach but couldn't get a few additional marks and had to be content with third place. Madeline had second high game for the girls. Al Fanelli had second high series for the men. Ted Sosnowski received the "most valuable player" award for the team.

For its third place finish, each member of the team received a beautiful trophy, at an award dinner at Guy Lombardo's East Point House, Freeport, Long Island, N.Y.

FRANK TOWER, VETERAN FAA'ER DIES PIONEER AIR MAIL PILOT.

Frank Tower, 74, whose home was at 124-10 15th Ave. College Point, L. I. died on Tuesday, February 23, 1960, in Meadowbrook Hospital, East Meadow, L. I. after being stricken with a heart attack while shopping in Hempstead, L.I.

Mr. Tower had been connected with the CAA since its inception.

He was one of the pioneers of the air mail service, having flown the first scheduled route, and was a member of the Air Mail Pioneer Group.

Frank Tower retired in 1955 from the CAA. While working with the Post Office Department, he helped open airports in Buffalo, Cheyenne and Omaha.

For many years Mr. Tower was Chief of the First Region Fields and Lighting Section. Later he became Deputy Chief of the Maintenance Branch of the Facilities Division of the CAA and held this position till the time of his retirement.

Mr. Tower is survived by his wife, Mrs. Eva Tower; a son, Frank H. Tower, Jr., Two daughters, a brother and 5 grandchildren.

FAA ESTABLISHES FIELD OFFICE STRUCTURE

A new field organization structure for its six Regional offices has been established by the FAA.

The new organization will streamline procedures and assure greater efficiency and more uniform application of Agency programs and policies. The organization centralizes responsibility for the field activities of the major offices and bureaus (except Alaska and Hawaii) in the appropriate Washington Bureau or Office.

Each Regional Headquarters in the organization consists of a Regional Manager, an Assistant Regional Manager, a Public Affairs Officer, a Management Analysis Officer and the following staff and service elements.

An Audit Service Staff, Emergency Readiness Staff, Security Staff, an Accounting Division, Administrative Services Division, Budget Division, Legal Division and a Personnel and Training Division.

THEY SAY IT COULDN'T BE DONE

Since joining the FAA 15 months ago, Vincent Polsinelli, GS-7 of ATFO #74 Teterboro Airport, New Jersey has completed, among others, the ILS-VOR resident course.

Vince is one of 5 in the FAA to graduate in the Advanced Applied Mathematics Course, DS-901.

According to Frank Mancini of Air Traffic Field Office 74, Vince is currently in the process of completing DS-301, Timing Circuits.

Mr. Polsinelli is also the first man from Region 1 to complete the Introduction to Computers Course.

Vince has also been serving as program chairman of the P.T.A., senior advisor to a youth group that meets twice weekly, church officer and vice-president of the Mr. and Mrs. club.

Mr. Polsinelli manages in his spare time to be the ATFO safety officer, the ATFO representative for the proposed FAA association, an associate member of the PGANE and an alumnus of RCA Institutes.

Vince is happily married and the father of an active teen-age daughter.

His hobbies are cooking and travel.

In addition, the Agency's program activities in each region will be conducted through four field divisions:

Air Traffic Management Field Division
Facilities and Material Field Division
Flight Standards Field Division
Aviation Medicine Field Division

(CONTINUED ON PAGE 16)

ROUSING SEND-OFF ACCORDED JOE BLATT

GUEST OF HONOR AT TESTIMONIAL DINNER

On Friday evening, February 26, 1960, Joseph D. Blatt, then still the Region's No. 1 citizen, was Guest of Honor at a testimonial dinner fondly tendered by his compatriots at the Garden City Hotel, Garden City, L.I. It was the eve of the No. 1 citizen's departure to assume the duties and responsibilities of Deputy Chief, Bureau of Facilities and Materiel at FAA Washington headquarters.

The attendees, numbering over 240, included the great, near great and just plain folk from all segments of FAA Region 1 and the aviation industry. This graphically illustrates the universality of the man. From the outset of the dinner to the standing ovation at the end, it was obvious that "our Joe" was being accorded a deeply felt bon voyage from all.



(LEFT TO RIGHT) JACK HOGAN, MRS. BLATT, ANNE QUAGLINE AND JOE BLATT

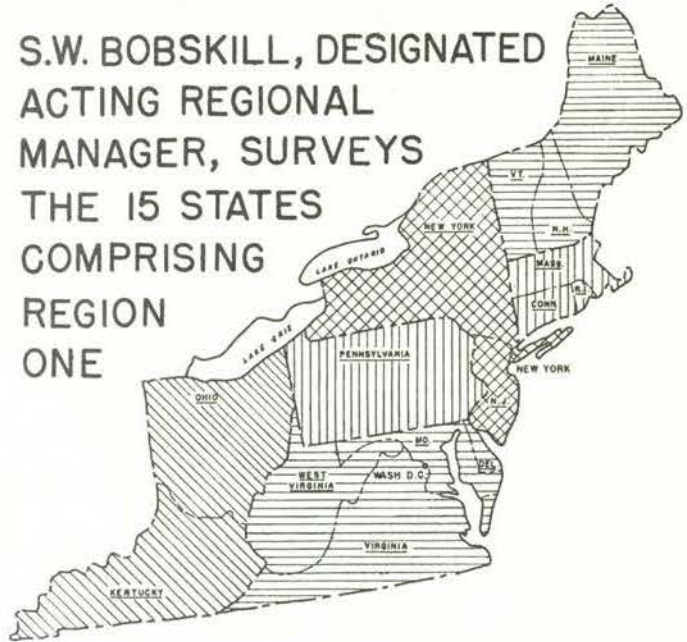
Toastmastering chores were ably handled by Jack Hogan, Chief of the Regional General Services Division. Levity was a keynote - and deliberately so, since the universal feeling of loss was otherwise strongly evident and needed no programmed encouragement.

S. W. Bobskill, who has been designated to step into Joe's big (figuratively speaking) brogans, succinctly expressed the sincere feelings of Joe's host of friends and admirers with a brief pertinent address.

The evening was one to be fondly and long remembered, a magnificent demonstration by associates and subordinates of the admiration and loyalty which they have always felt but too infrequently expressed for a truly deserving fellow man.



S.W. BOBSKILL, DESIGNATED
ACTING REGIONAL
MANAGER, SURVEYS
THE 15 STATES
COMPRISING
REGION
ONE



(CONTINUED FROM PAGE 14)

REGIONAL REORGANIZATION

The Regional Managers continue to have the authority formerly vested in the Regional Administrators to direct all staff and supporting services which constitute the Office of the Regional Manager. In exercising this authority, the Regional Manager is subject to policy and technical guidance from the appropriate Washington Offices (and Bureaus).

In Regions 5 and 6 (Alaska and Hawaii) all components of the Regional Office are under the supervision of the Regional Manager. In Regions 1-4 (New York, Fort Worth, Kansas City and Los Angeles, respectively) the Regional Manager promotes coordination and the exchange of information among all field divisions and has direct supervision over the elements of the Office of the Regional Manager. The other Divisions in Regions 1-4 are under the direct supervision of their respective Washington Bureaus or Office.

In all Regions, the Regional Manager reports to the Administrator on all matters within his area of responsibility.

The heads of Washington Bureaus and Offices are authorized to establish the structure of their field counterparts.



Special thanks to:

PATRICIA LEWIS AND CAROL PRISTUPA

JOSEPH GYIMOTY, MICHAEL BELLEZZA AND THOMAS TRAVAGLINI
for a job well done under difficult circumstances.

From the Assistant Editors of 'THRUST.'