

ELLIOTT TO TAKE OVER REGIONAL POST IN JUNE

New Region 1 Manager Brings 37 Years Of Aviation Experience To Region

Lawrence C. Elliott, veteran government aviation official, will assume his new duties as manager of Region 1 in early June, transferring from Fort Worth, Tex. where he has been serving FAA and predecessor agencies since 1935. He has approximately 37 years of aviation experience behind him.

Until assigned to Jamaica regional headquarters, he was serving under the recent FAA field reorganization plan as acting manager of Region 2, with headquarters in Fort Worth. He began his aviation career in 1923 in the Army Air Corps.

Five years later he entered government service as airways extension superintendent for the Bureau of Lighthouses of the Airways Division in Washington.

He was named district manager of airways in the Fort Worth Office of the Bureau of Air Commerce in 1935, later becoming regional supervisor and regional administrator, respectively, of CAA-FAA Region 2 in the same Texas City.

Holder of a commercial pilot license, Manager Elliott was presented the Department of Commerce exceptional service award in 1953.

The new regional manager received his education at Texas A&M, majoring in electrical engineering. He left school to enter the military air service and completed primary training at Brookville and advanced training at Kelly, after which he was assigned to the first Pursuit Group.

It was while he was attached to this group that he won the Mitchell Trophy Race and placed second in

-- turn to page 14

ATM Chiefs To Hold Annual Conference In Boston In Late June

The Air Traffic Management Field Division No. 1 will hold its annual facility chiefs conference at the Hotel Kenmore in Boston, Mass., during the week beginning June 20. The conference is a high spot in the yearly activities of ATM.

The chiefs of 123 field facilities and offices will join with Regional headquarters personnel to discuss problems and policies.

This year's conference will be highlighted by divided sessions for field personnel from air route traffic control centers, traffic control towers, flight service stations and military locations.

An additional innovation will be participation by user agencies such as the Air Transport Association and Aircraft Owners and Pilots Association, plus a program on the latest developments in air traffic control tools and methods, which will be presented by the Bureau of Research and Development.

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MANAGER ELLIOTT



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Page 2

REGION I

Monthly News Digest

Published by and
for Personnel

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In Ye Ed's Corner



The welcome mat has been hoisted already for our new boss, Regional Manager Lawrence C. Elliott, whom you have obviously read all about on page 1. For even more details on him, turn to FAAING A-ROUND on page 7. His is truly an illustrious career in the aviation field, and we are eager for his arrival that we may hear more about his contributions to our favorite livelihood.

INTRODUCING THE BOSS

READ ON, DEAR READER

There is other interesting reading in the current issue of our favorite journal. Lorraine Advocate has some informative dope about wedding apparel and customs in her column ADLIB AIA FEMME. And elsewhere in THRUST is a lengthy transcript on how two women pilots in almost identical planes virtually drove a LaGuardia tower controller batty. Then there are other standing columns chucked with such subjects as safety and sports, not to dwell on spy reports from the field and a batch of newsy items.

Before taking leave, we want to again remind 6,700

YE ED AWAITS MATERIAL

regioneers that THRUST belongs to them. It was not conceived for any one clique or branch. Most of all, we want to hear from co-workers in the field more and more by way of breezy stories. Now that you reporters have been able to finally shake the snow and ice from your boots, get off your respective haunches and start digging like Winchell never dug before. Ye ed is waiting with pencil in hand.

1,500 Regioneers Presented Length Of Service Awards At Special Ceremonies

ACTING REGIONAL MANAGER BOBSKILL PRESENTS PINS INDIVIDUALLY TO 35-YEAR VETERANS AND CHIEFS GIVE OUT OTHERS

Length of service awards were scheduled to be presented to more than 1500 regioneers at special ceremonies held in Jamaica headquarters on May 25.

Acting Regional Manager Stanley W. Bobskill was to make both division and individual award presentations. The 35-year recipients were to receive their pins in person from the acting regional manager.

The 15, 20, 25 and 30-year service pins were given to division chiefs in one package for appropriate presentation to personnel who have served government these lengths of time.

The new pins were especially designed for FAA to reflect service at each five-year level from 15 through 50 years.

Office Of Regional Attorney Redesignated Legal Division

The Office of the Regional Attorney has been redesignated as the Legal Division under the reorganization plan of Washington Headquarters.

In this connection, the title of Regional Attorney Martin J. White, has been changed to Regional Counsel, who serves as a staff officer to the regional manager as the FAA general counsels field representative.

Under the new concept the regional counsel is charged with the responsibility for the operation of the general safety enforcement program.

Two new secretaries who have been recently assigned to the Legal Division are Mrs. Elaine Boerum, who formerly worked with the Air Force, and Miss Virginia LaRocco, formerly with FBI.

REGIONEER CONDUCTS RECORD FIRST AID CLASS IN OHIO

William J. Sullivan, Flight Service Station, Air Traffic Control Specialist at Findlay, Ohio, recently served as instructor of the largest first aid class ever sponsored by the Hancock County chapter of the American Red Cross.

Harold Cox, Veteran FAAer, Succumbs To Long Illness

Harold L. Cox, Maintenance Branch Chief of the Regional Facilities and Materiel Division, died on April 25th following a long illness only a few days before his 52nd birthday.

Harry entered Government service in 1931 as an assistant airway keeper at Stafford Springs, Conn., and until his death held progressively more responsible positions in the agency -- all within Region I.

During World War II, when the military requested help from CAA in establishing navigational aids and communications facilities, he was one of the first engineers to volunteer for these special overseas services.

Early in 1942, he was on assignment to the AACS and Signal Corps in Accra, Africa, assisting on special communications projects with the RAF in Bathurst and Dakar. On this detail, Harry distinguished himself and brought credit to CAA.

His integrity, leadership ability, and an enviable personality and sense of humor, characterized the life of Harry, as he was affectionately known to friends and FAA co-workers. These, together with many other attributes, were responsible for the great affection held for him by all who knew him. We, in Region One, share in his loss with his wife, Kathleen and three daughters.

COPIES OF NEW HEALTH BENEFIT PLANS SENT TO 6,700 REGIONEERS TO MAKE SELECTIONS

Registration Forms For New Policies Must Be Processed Before Effective Date Of Coverage Set For July 10

What government-sponsored health benefit plan is best for regional personnel is the question of the day. Each has their own particular problems. Some have young families and are more interested in the medical features of the plans. Others have grown children and are not as interested in medical features as in hospitalization features.

Depending upon where one lives in the Region's 15 states there will be from two to four plans from which to pick. In addition, some regionaires are members of employee organizations offering exclusive plans.

No two plans are identical in the total benefits offered. One plan may boast strong particular features, while others will have different appealing features.

Some good, sound evaluating and weighing of all the plans available must be done to determine which plan has its strength where needed for particular situations both for the present and for the future.

Information on the respective plans is contained in a "kit" now in the process of being distributed to region personnel. The packet has copies of the plans available. It also contains information about the whole program in general and a copy of the Federal Register containing the official regulations for the program.

Unfortunately, the material is complex and not the easiest reading. It will require a lot of study. This cannot be avoided because the program is quite complex.

All personnel are being asked to register, whether they enroll in a plan or not. This is to make certain that each has had a chance to participate in the program.

There is no obligation to enroll in a plan. There are some cases where it might not offer benefits. One instance would be if an employee is included in the family plan of another employee who is husband or wife. In this case, the employee would register not to enroll, because otherwise - - turn to page 14

Region To Get Five More Radar Bright Display Systems In Future

Regional air traffic control centers are slated to receive six additional radar bright display systems under a contract just let by Washington Headquarters, bringing the total in the 15-state area to 11.

Two of the additional systems will be installed at the New York Center and one each at the Washington, Norfolk, Pittsburgh and Boston centers. The five systems already in operation in the region are located at the New York, Washington and Cleveland air traffic control centers and the New York International and Washington National Airport towers.

The principle involved in the system is essentially the same as a television presentation utilizing a scan conversion of the standard radar.

FAA TO ADD FOUR-ENGINE JET AIRCRAFT TO AID IN FLIGHT NAVIGATIONAL CHECK-UPS

FAA is buying a new \$2,500,000 four-engine jet aircraft to assist in its program of flight checking the nation's air navigational aids.

The new plane, a KC-135A -- Air Force tanker version of the Boeing 707 transport -- will be purchased through the Air Force. Delivery is scheduled for June, and operations are expected to begin in October.

...INTRODUCING BOB GADRICH

In the time honored words of toastmasters at most testimonials, the man about to be introduced needs none. Although the salutation may not be unique, rest assured the man is.

M. Robert Gadrich of the legal division was born near Moscow, Russia, but at the early age of five years migrated to America where he has remained, except for vast travels throughout Europe and the Carribean.



Counselor Gadrich received his law degree at New York University in 1913. After 27 years of successful private law practice, he was bitten by the federal bug. In 1941 he became a member of the Federal Works Administration where he spent five years prior to joining FAA as an attorney in 1946.

Music, fishing and golf are his favorite hobbies. Ruth his wife, however, is his number one love. When not in the process of traveling abroad he can be found at home at West 76th St. New York City.

A gentle, gallant, perceptive person, Bob is a credit to his profession.

MEET JIM DOLLARD...

James Dollard, assistant regional personnel officer, proves he possesses the traditional wry, dry, Irish humor by stating his outstanding accomplishment in life is having survived 15 years of personnel work with only minor disabilities.

fruitful one, indeed.

A native born New Yorker, Jim holds an A. B. Degree from the College of the City of New York. After completing three and one-half years of military service, he attended George Washington University Law School.



A bachelor by preference, Jim is a fan of all types of sports -- particularly outdoor. He shares a home with his mother and brother in Fresh Meadows, N.Y.

Prior to joining FAA, Jim was first employed by Ford Motor Co. for special duty at the 1939 New York World's Fair, and moved from there to the firm's Export Department and Final Assembly Line.

March of 1947 was the eventful month that brought Jim and the FAA together -- results of which have shown the union a

While possessing the hide of a rhinoceros and a wit comparable to the best, Jim has an inborn sense of integrity.

...NOW JOHN PETERSON

Back in 1938, the versatile individual appearing in this corner launched his government career at the former Naval Torpedo Station in Newport, R.I., while simultaneously pursuing a writing career launched at the tender age of 20.

Transferring to Region 1 of the then Civil Aeronautics Authority in '39, John Victor Peterson has been a regional cohort ever since, now being assistant chief of the General Services Division.



Dozens of short stories and novelettes he has written in his spare time have seen national magazine publication and his first novel is now under publishers consideration.

Born and reared in Pomfret, Conn., our co-worker and scribe has long been a resident of the New York Metropolitan area. He resides in Jackson Heights with his pretty blonde wife, Beatrice, whom he married in her home town of Stratford-on-Avon, England, during his Army service, and equally pretty and blonde daughter, Hilmalinda.

Mary M. Adams Chucks Highest FAA Post Ever Attained By Her Sex To Take On Wifely Duties To Calvert Hoyt

One of the biggest surprises -- and the nicest the Air Traffic Management Field Division has had in many years -- was the recent announcement of the engagement and marriage of Mary M. Adams, Chief of the Operations Management Section of the ATM Operations Branch, to G. Calvert Hoyt, former vice president and member of the board of directors of International Harvester Co.

Mary is well known throughout FAA, not only by administrative personnel at the Regional and Washington headquarters, but also by a host of friends assigned to air traffic management field facilities.

Shortly after graduation from Queens College in New York City, Mary began her career with the CAA at the New York Center in 1944 as an air traffic controller (trainee). She was given an indefinite appointment at that time which read "not to exceed six months beyond the present war."



MARY SAYS GOODBYE TO (LEFT TO RIGHT) ATM CHIEF WAYNE HENDERSHOT, REGIONAL MANAGER STANLEY W. BOB-SKILL AND DEPUTY REGAN

Deputy Air Traffic Management Chief, Joseph Regan, summed up her character and attainments before a gathering of 75 representatives of the ATM division and the regional manager's office, who honored her with a farewell luncheon. "Mary", said Deputy Regan, "achieved the highest position ever attained by a woman in the air traffic management field by her unrelenting hard work, intelligence and boundless perseverance".

PORTABLE OMNIRANGE UNITS ARE KEY TO VOR SITES

The general flying public is unaware of the extensive preparations required in the selection of very high frequency omnirange (VOR) site locations.

It is necessary for numerous engineering personnel to combine their talents to ascertain whether the selected site will best serve airborne traffic. Various factors -- too numerous to detail -- include irregular terrain, powerlines, vertical obstructions, magnetic variance and in some instances heavy wooded areas have proven detrimental.

Consequently in the past much time and expense were expended, often without procuring a site sufficiently adequate for operational use. The surest means of choosing the ideal area is by use of the portable VOR test unit.



PORTABLE VOR TEST UNIT

This is comprised of two trucks housing the necessary electronic transmitting and antenna equipment and the engine generator power unit. The portable unit is dispatched to the chosen sites, set up, and tuned in for a period of less than two weeks.

A complete flight check of approximately 20 flight hours is conducted at the site by the unit

before results are evaluated and actual construction of the permanent VOR is commenced.

FAANG AROUND

There is a tale about how the new regional boss, Lawrence C. Elliott, launched his hueful aviation career that Bruce Chambers, our counterpart in Region 2, likes to tell. . . . Seems that back around 1916, young 15-year-old Elliott and a companion saw a county fair flying exhibition that got them so excited they decided to build their own airborne contraption . . . They bought plans and materials and retreated to a barn to begin construction . . . When completed, they gave the craft a whirl. Much to their chagrin the seven-horsepower motorcycle engine they installed wouldn't grunt . . . But the wheels in the new regional manager were whirling . . . Then and there he dedicated his life to aviation . . .

The subject of our sermon this month is going to be on parking space snatchers . . . It may be good or bad in the field, but at Jamaica it's atrocious . . . To sneak into space reserved for another indicates contempt -- whether it is so intended or not . . . Likely as not it will belong to a cute and pert little thing who relies on her wiles to stem your temper . . . Fre-

quently cars that take up reserved space don't even bear the orange parking sticker -- much less the pink one issued for reserve spaces . . . One of these days this practice could cost culprits parking privileges -- and then hear the moans . . . In this connection, it might be well to quote a slogan hanging on the walls of Frank Kane, chief at Baltimore's Friendship Airport Tower . . . It reads -- "Courtesy is contagious -- let's start an epidemic" . . .

Twist Dept.: New employees Ward and Clark reported for duty at the Roanoke FSS . . . When the date on the back of the oath of office was filled out, matters became garbled . . . Ward's first name is Marion and that of his wife is Miriam . . . The name of Clark's wife is Marion and, what's more, she was born in Marion, Ky. . . The staff has decided to call Ward by his middle name of Lee . . . But just how the names of the two women are going to be kept separate at the next office party is a gimmick yet to be devised . . .

Writing of names reminds us -- for no good reason at all -- of odd jobs field offices are called on to perform occasionally . . . One example occurred recently at the Poughkeepsie Station when a woman stopped in and urged the



staff to warm up her baby's bottle . . . FAA service being tops, the boys did . . . They figured the lad might grow up to become a jet pilot . . .

You may be wondering along about now who the nice little lass is holding the big fish . . . By way of introduction, she is Mrs. Joan Kalibat, nee Rumpf . . . For snagging that 13-pound mackerel while on her honeymoon in Florida, she has been crowned champion fish-catcher in that division by the Metropolitan Miami Fishing Tournament . . . Her reward for the pleasure of hooking the whopper will be a loving cup . . . Hubby Kenny got the honor of paying for the fishing expedition. . .

The question arises as to what air traffic controllers do to relax during their leisure time . . . Well, we can't account for all of them, but Frank Russin of the Washington Center -- of all things -- improves each shining hour in the study of astronomy . . . After an all-day stint over a hot radar scope, he finds the celestial spaces of the moon and star lit Virginia sky a soothing and fascinating retreat . . . Which reminds us that as the bottom of this column whirls into sight, it's about time for us to do some retreating, too. . . See you next month, God willing.

-- E. H. T.

'Twin' Pilots Leave La Guardia Tower In Tizzy

This unedited LaGuardia approach control 118.9 mc transcript was submitted to Thrust because of the humorous and unusual situation that prevailed. Fortunately for the sanity of air traffic controllers the circumstances depicted are a rarity.

Two Cessna aircraft with almost identical numbers, NAN 5969 Alpha and NAN 6969 Alpha, both flown by women, all simultaneously on the same frequency. Neither pilot had any knowledge of the others presence with both voices sounding almost alike.

The text follows:

LaGuardia Approach Control, Cessna 6969 Alpha, over.

Cessna 69 Alpha, this is LaGuardia Approach Control, over.

Roger, LaGuardia. Cessna 69 Alpha is estimating Portchester one-five, landing LaGuardia.

Cessna 69 Alpha, this is LaGuardia Approach Control. Runway 31 in use. Wind, Northwest ten, altimeter 3018. Guard this frequency to New Rochelle, then call the control tower on 118.7. Say your altitude.

Roger, 69 Alpha is at three thousand, over. The "three thousand" is somewhat garbled.)

69 Alpha is at one, two, tha-ree thousand, is that correct?

Negative, three, zero, zero, zero, over. Three thousand.

Thank you, three thousand.

Cessna 69 Alpha, are you now passing Portchester, over?

LaGuardia Approach Control, 69 Alpha is abeam Portchester,

(At this point A/C receives an IFR estimate from the Center for a model 172 Cessna, number 969 Alpha, via New Rochelle to Idlewild stack at six thousand. A/C decides to double check that VFR Cessna. The IFR Cessna with the ominously alike number is due in about ten minutes.)

69 Alpha, are you on a VFR flight plan?

Negative, 69 Alpha is not on any flight plan, over.

69 Alpha, you are not on any flight plan, is that correct?

That is affirmative, over.

You are then flying VFR, is that correct?

That's affirmative, over.

(Approach Control, still worried, decides to check further on that Cessna.)

Cessna 69 Alpha, had you originally filed an IFR flight plan, and subsequently cancelled that flight plan?

(The next transmission is also made in a high, feminine voice, apparently the same voice that has made the previous Cessna transmissions, but the transmission is slightly weaker.)

69 Alpha, I would like to keep the IFR flight plan and cancel when I am about to approach the field below the deck, here.

(After a slight, baffled pause.)

69 Alpha, this is LaGuardia Approach Control. You have just assured me, ma'am, that you are flying VFR, and that you are not on an IFR flight plan. I repeat, ARE you on an IFR flight plan?

No sir, you were talking to someone else. This is Cessna one-seven-two 5969 Alpha. LaGuardia Approach Control, there are two Cessna one-seven-twos approaching LaGuardia, over.

Okay, is 69 Alpha a single aircraft, or are there two aircraft out there, both with the number 69 Alpha?

Affirmative, we both have the number 69 Alpha.

Okay, there are separate and distinct aircraft, each with the number 69 Alpha, is that correct? (Unbelievably)

That's affirmative. One of them is 5969 Alpha, the other is 6969 Alpha, over.

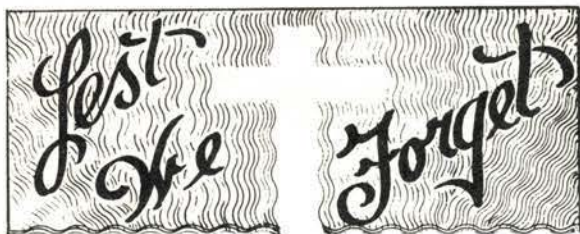
(With rising, incredulous inflection.)

Both of these are being flown by ladies, is that correct?

That's affirmative, although I didn't know she was in the air, over. (Sounds of feminine laughter.)

Approach Control doesn't know which Cessna has made the last several transmissions, since each female voice sounds so nearly alike.)

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WILLIAM E. KRAMER, air traffic control specialist, Harrisburg, April 14.

ROBERT R. HILL, Chief, Philipsburg Station, April 11.

HAROLD L. COX, Chief, Maintenance Engineering Branch, April 25.

Poughkeepsie Station Tid-Bits Reported

From "Up The River - Poughkeepsie Station" comes news that the Po-Kip-C Aviation bowling team consisting of Pete Condon, Nat Dzitser, Bill Hanka, Hal Kramer and a couple of airport employees claim they feel like the gal who is always a bridesmaid but never a bride.

In their last three attempts to bring home a winners cup, they have ended up in second place. The boys claim it will be different this year. With a ten game winning streak going, they hope they can bring hom the facon this season. The team is sponsored by the local airport manager.

Flight Assistance Service isn't the only type of service rendered by Poughkeepsie Radio.

Within the past few months a local pilot rushed into the station, grabbed the nearest fire extinguisher and rushed out again. He apologized later, after he had doused the fire that was trying to burn up his airplane.

Another pilot very calmly walked into the station one afternoon and said he had been hit in the leg with the prop of his plane. After looking over the wound and finding an eighteen inch gash clear down to the bone, we administered first aid and rushed him off to the hospital. We later learned that he spent 17 days in the hospital and required about 54 stitches to patch him up.

Massena FSS Credited With 'Save' Of Craft

Recently, a possible aircraft "save" was credited to the Massena, N.Y., Flight Service Station.

A pilot, departing Cartierville, Ontario, enroute to Rochester, N.Y., called Massena requesting Utica, Syracuse, Watertown and Massena weather. After receipt of the weather the pilot decided to file a VFR flight plan to Massena due to marginal weather enroute to his desired destination.

Upon reaching the Massena VOR the pilot requested a heading to the airport stating that he had forgotten his charts. It was furnished, but the pilot could not locate the field. Landmarks were requested but replies given were vague due to the lowering visibility.

Arnie Wyman was posted on the administration building roof to listen for the aircraft while Ed Stanton kept radio contact with it. Headings were furnished the pilot as the aircraft was heard in the vicinity of the field. After three of them, it was sighted west of the field. The pilot was given runway, wind and altimeter and landed safely.

Later, upon visiting the station to further check weather, the pilot offered thanks for the services rendered.

ALTOONA RECEIVES SHARE OF GLORY ON TV PROGRAM

The regional air traffic communications station at Altoona, Pa., came in for its share of television glory recently on a program televised by station WFBG-TV of Altoona.

While doing a narrative report on Blair County Airport, the TV station incorporated scenes of operations performed by FAA communications station specialists, according to H. M. Kaizen, chief of the Altoona Station.



adlib ala femme



Wedding Paraphernalia Goes Back Centuries...

by LORRAINE ADVOCATE

After years of make-believe, your favorite fantasies grow up and come true when you become a bride.

Your wedding day is a tender blend of dignity and delight, sweetened with the scent of flowers, the sound of laughter and the circle of a golden ring.

Many of us will be heading toward a new pathway of life shortly.

We all know we must have the traditional wedding dress and veil, a wedding ring and numerous matching accessories that are handed down from generation to generation.

Our inheritance of bridal customs and apparel comes from many lands.

The wedding dress and veil is emblematic of purity.

Early Romans wore white on their sacred days. Nellie Custis began the fashion in Colonial America when she pinned a long scarf to her coiffure for her wedding to President Washington's aide.

The dresses being shown for summer brides are prettier and more varied than ever. For the formal wedding there are beautiful laces, silk organza and fragile sheers. Organdy, shantung, fine linen, a variety of cottons and all manner of synthetics are shown for the less formal bride.

The wedding ring has priceless sentimental value. The earliest betrothal or pledge rings were of braided grasses, carved stone, crude silver or gold.

During the middle ages the diamond was accepted by the Italians as the symbol of enduring love.

The Egyptians considered the circle to be the hieroglyphic of eternity and the ancients believed that the third finger of the left hand was directly connected with the heart by a vein.

So, gals, look your prettiest as you walk down the aisle -- and be your proudest when he places the wedding band on your finger.

New Hampshire Sets Up Gratis Flight Plan Call Service

In cooperation with FAA Region 1, the New Hampshire Aeronautics Commission has launched a state-wide Flight Plan Call Service.

This service enables any pilot from any airport telephone in the state to file and close flight plans with the Concord or Lebanon FAA flight service stations by a collect call to the Aeronautics Commission phone installed at these stations for this purpose.

This is a major step in the interest of safety in the operation of aircraft. It should discourage flying when weather is below the legal minimums and simultaneously encourage better operating practices on the basis that the filing of flight plans is a good operating practice in connection with the operation of planes.

FAA PREPARES BOOK ON VFR FOR GENERAL AVIATION

A publication entitled "Air Traffic Pattern for VFR General Aviation" has been prepared by FAA Washington headquarters.

Based on 839,720 VFR general aviation flying plans filed over a 10-month period, the 465-page book shows that approximately 10,000,000 such flights are made annually.

The publication is being distributed to regional facilities for reference by FAAers interested in general aviation and will be published in the future on a fiscal year basis.

... SPORTS OF SORTS ...



HEAVE-HO, MATEY... REGIONEERS BECOMING MORE SPORTS-MINDED

Major league baseball -- a life-giving segment of 'the great American pastime', -- is at long last in full swing and with the advent of balmy weather regioneers are becoming sports-minded in more ways than one, in different phases of athletics.

Many of the region's far-flung stations and field offices have organized soft-ball teams, entered golf tournaments and are engaged in completing their bowling activities. So look for a growing source of information and, we hope, interesting supply of sports activities, in subsequent issues of your regions news media.

BROTHER WABNITZ REPORTS

Word has been received from Correspondent Gene Wabnitz that sports-minded controllers at the Cincinnati tower are enjoying a banner year. More than half the personnel are participating in some sort of sports activity.

The regional FAA golf enthusiasts are pursuing the little white pellet as participants in the first annual Greater Cincinnati Tower Golf Tournament.

At present match play is being used, but the semi-finals and the finals will be run on a handicap basis. As a result, the current front-runner Bob Westhoff, should encounter a more difficult time in leading the field, according to Reporter Wabnitz.

A family picnic is planned upon completion of the finals -- with presentation of trophies and a horse-shoe pitching tournament highlighting the activities. Incidentally, we have it on good authority that the horses have been removed.

The airport controllers team in the Cincinnati Airport Bowling League got off to a flying start, holding down first place during the first ten weeks, but we sorrowfully are told, in the words of the immortal Dizzy Dean "slud" into sixth place. A good time was had by all, however, and the

refrain "wait till next year" was echoed and reechoed.

BOWLING, ALA CANDLE STICKS

Thanx to Reporter Leo Nangle Jr. of the Boston Center, we are able to report an item concerning candle-stick bowling -- that old New England standby. For those not familiar with this type of bowling pin, it might be wise to briefly state the word candle pin is just that. Visualize attempting to down 10 candle sticks instead of the more familiar bowling pin and perhaps the following averages will have greater significance. Leo modestly states that the enthusiasm of the bowlers currently overshadows the ability but -- as in wine bowlers improve with age -- a look at the averages of the "top-ten" will denote most appear to have aged considerably.

For instance, J. Smith had a 179; W. Hatch and T. Tormey, 160; D. Haywood 157; R. Daly 155; L. Nangle, 154; T. Glenn, 152; B. Hale, 150; J. Cotter, 149, and R. Decola, 148.

TONY'S TEAM SQUEEZES OUT

It required all of the 132 games played to determine the eventual winner of the closely contested FAA Federal Building Bowling League. The first four teams of the 26 team league were separated by a scant six games. Tony's Team -- the victors -- had an 87 - 45 won and lost record and in close pursuit was the Pin Wheels, the Short Circuits and the Hi Jinx.

Individual honors were garnered

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WELCOME



ABOARD

LEGAL DIVISION

Virginia M. LaRocco of South Ozone Park, assigned to Jamaica; Elaine L. Boerum, South Ozone Park to Jamaica.

GENERAL SERVICES DIVISION

Abe Wolfman of Flushing, assigned to Jamaica.

BUDGET & FINANCE DIVISION

Frederick Duckert of Island Park, assigned to Jamaica.

AIR TRAFFIC MANAGEMENT

Helen C. Batulevitz of Warehouse Point, assigned to Bradley Field; Paul F. Brown, Wheeling to Washington; James J. Probst, Lock Haven to Pittsburgh; Lester S. Kleiner, New York to Washington.

Gloria C. Carney, South Burlington to Burlington; John J. Dammacco Jr., Bellmore to Jamaica; Robert M. Flanagan, New York to Jamaica; Charles A. Hoagland, Sharon to Washington.

Edgar R. Halsey, Wytheville to Washington; Maxwell Banks, Washington to Washington; Augustine F. Lia, Washington to Washington; Charles G. Eckert, West Springfield to Washington.

Daniel M. Harrington, Oil City to Washington; William D. Sellers, Arlington to Washington; Donald M. Ferree, Red Lion to Washington; Roger D. Meunier, Sanford to Portland.

Louis J. LaVigna, Hazelton to Washington; Frank J. Buzzoni, Closter to Washington; Dale C. Karr, Circleville to Cleveland; Robert F. Smith, Lima to Cleveland; Charles E. Filbert Jr., Lorain to Cleveland.

Edward G. Held, Sheffield Lake to Cleveland; Robert L. Goodrich, Lancaster to Cleveland; Samuel

Borkholder, Middletown to Cleveland; Wayne A. Smith, Pittsburgh to Cleveland; Harold N. Beeler, Washington to Cleveland.

John L. Mentzer, Pittsburgh to Cleveland; Robert L. Allison, Joffri to Cleveland; William J. Nicola, Pittsburgh to Cleveland; Thomas F. Galvin, Revere to New Bedford; Elena E. DeLucia, Cambria Heights to Jamaica.

Robert J. Ciofani, Cleveland to Cleveland; Gerald F. Maher, Ocean City to Washington; John P. Sabanos, Cleveland to Cleveland; Lawrence E. Tancraitor, Swissvale to Washington; Clifford C. Monteau, Rochester to Cleveland.

Melnee L. Grant, Bethlehem to Washington; Joseph M. Connors, Philadelphia to Washington; James A. Mangin, Staten Island to Washington; Richard J. Bortel, Haddonfield to Washington.

Edmund F. Barrett, Valhalla to Jamaica; Jack Kissner, Farmingdale to Jamaica; Walter J. Edwards, Springwater to Jamaica; Charles M. Schenck, Sea Cliff to Jamaica; Ronald C. Lewis, Rochester to Jamaica.

Robert J. Kelly, Pittsburgh to Pittsburgh; John A. Dietz, Wyano to Pittsburgh; Robert W. Hess, West Chester to Pittsburgh; Dima J. Catalano, Reading to Pittsburgh; Theodore F. Dush, Ridgeway to Pittsburgh.

Harold T. Swift, Clearfield to Pittsburgh; James P. Kirkessner, Lebanon to Pittsburgh; Norman L. Lizzul, McKees Rocks to Pittsburgh; Paul A. Baumgartner, Cogan Station to Pittsburgh.

Ronald A. Helriegel, Pittston to Pittsburgh; Robert E. Lawless, Enola to Pittsburgh; Walter R. Hoffman, Pottstown to Pittsburgh; George C. Schenck, Bellefonte to Cleveland.

REGIONAL



NEWCOMERS

Cecil T. Wallace Jr., Philadelphia to Washington; Lloyd T. McGinnis, Dayton to Cleveland; Charles W. Umbaugh, Washington to Washington; James L. Petrucelli, West Orange to Washington.

John R. Lloyd, Huntingdon to Washington; William O. Dougherty, Chester to Washington; Louis W. Dixon, Arlington to Washington; Daniel R. Cazier, East Aurora to Washington.

Merton S. Couture, Binghamton to Cleveland; Robert P. O'Brien, Crestview to Buffalo; Arthur L. Gordon, Honolulu to Cleveland; Connie M. Mays, Knoxville to Washington; Jerry J. Streb, Norfolk to Norfolk.

Irving Strobing, Brooklyn to Paducah; Donald E. Johnson, Portland to Millinocket; Roland E. Schrepfer, Everett to Montpelier; Dennis E. Clark, Oceana to Roanoke; Marion L. Ward, Oakdale to Roanoke.

Felix G. Wilson, Akron to Bowling Green; Richard S. Hill, Philadelphia to Washington; Francis Babyak, Medina to Cleveland; Herman A. Fletcher, Oklahoma City to Washington.

FACILITIES & MATERIAL

John E. Smith of Old Forge, assigned to Avoca; Joseph M. Timko, Pittsburgh to Pittsburgh; Casper C. Moletta, Coraopolis to Pittsburgh; Joseph H. O'Leary, Blaine to Utica; John C. Ahern, Brooklyn to Jamaica.

Helen A. Nader, New Bedford to Falmouth; James W. Hall, Akron to Cleveland; Solomon M. Kutin, Cranston to Quonset Point; Emanuel S. Gionfriddo, Middletown to Windsor Locks.

Chester F. Marra, Alexandria to Washington; Ted Cooper, Colchester to Rochester; Joseph J. Givens, Fort Wayne to Jamaica; Lester T. Eyler,

Frederick to Harrisburg; Donald L. Zlomke, Baltimore to Washington.

James H. Clodfelter, West Elizabeth to Washington; Russell E. Smith, Pleasant Unity to Washington; Joseph C. Santos, Providence to Elmira; Mose Jones, New York to Jamaica.

Thomas E. Stubenhofer, Erie to Erie; Tedrick Vernon, Cleveland to Cleveland; Donald P. Byrne, Philadelphia to Philadelphia; Horace J. Wallace Jr., Philadelphia to Philadelphia.

Jamie C. Freeman, Paducah to Paducah; Howard J. Gardiner, Apponaug to Quonset Point; James T. Paris Jr., Louisville to Louisville; Robert J. Henderson, Providence to Boston; Hubert N. Cody, Erie to Columbus.

Jerome Reitman, Massapequa to Jamaica; Paul A. Lyle, New Kensington to Pittsburgh; Vincent DeCicco, Scranton to Binghamton; Edward F. Longenberger III, Berivick to Boston; Charles R. Mulhern, Philadelphia to Dayton.

Clifford P. Ketterer, Tombell to Dayton; Arthur Kish, McKeesport to Washington; Arthur S. Lake, Hartford to Washington; Peter Lehoullier, Pawtucket to Atlantic City; John E. Potenza, Portsmouth to Norfolk.

Elmer J. Seddon, Pittsburgh to Harrisburg; George A. Wade, Brooklyn to Jamaica; Warren W. Whitehouse, Anchorage to Falmouth; Wayne F. Anderson, Pittsburgh to Washington; John I. Aalto Sr., Bronx to Bradford.

David G. Baker, Tiffin to Cleveland; Gene E. Bartosiewicz, Avoca to Avoca; Lyle J. Bertrand, New Franklin to Buffalo; Andrew A. Cashmere, Palmer Park to Washington; Alden W. Cole, Winter Harbor to Portland. - - turn to page 14

WELCOME ABOARD REGIONAL NEWCOMERS

-- Starts on page 12

Michael E. Coleman, Hartford to Washington; Anthony F. Donato, Pawtucket to Jamaica; Martin Druckman, Bellerose to White Plains; Raymond W. Fisher, Chadwicks to Syracuse; Pashur B. Harmon, Philadelphia to Philadelphia.

Gerald J. Kalifoot, New Carlisle to Fairborn; Willis A. Keene, New York to Elmira; William M. Koppel Jr., Pawtucket to Boston; Richard R. Kramer, Norfolk to Norfolk; Lewis R. Kuhns, Williamsport to Washington.

John P. Lindenfelser, Pittsburgh to Harrisburg; Paul D. Neitz, Harding Lakes to Atlantic City; Richard C. Post Jr., Scarborough to Falmouth; Eugene E. Reinhart, Fostoria to Fairborn.

Ronald J. Sapochak, Pittsburgh to Harrisburg; Gerald L. Stidard, Elizabeth to Washington; Stephen W. Jacobson, Worcester to Worcester; Attilio Palombi, Pittsburgh to Pittsburgh.

Thomas M. Whittingham, Brooklyn to Glens Falls; William J. Baxter, Elmhurst to Jamaica; Albert W. Bianchini, Vineland to Atlantic City; Michael S. Bloomfield, Pittsburgh to Pittsburgh.

Anthony D. Bradley, Arlington to Jamaica; Richard T. Costello, Pittsburgh to Harrisburg; Thomas A. Coughlin, Fairbanks to Jamaica; William R. Dunn Jr., Mount Pleasant to Washington.

Emil F. Glasser, Monongahela to Mansfield; Eugene A. Gyorko, Morgantown to Albany; Albert C. Janzef, East Pittsburgh to Pittsburgh; Frances J. Kantorski, Poultney to Glens Falls.

FLIGHT STANDARDS

Frederick Lee of Kew Gardens, assigned to Jamaica; James E. Strange, Hauppauge to Flushing; Robert P. Jones, Granby to Flushing; Thomas

New Health Benefit Plans Distributed

-- starts on page 4
double coverage would result, and this is not permitted.

There are over 6,700 FAAers in the Region. To review and process all registrations is a big job which must be done before the effective date of coverage next July 10. This is a real short deadline. For that reason regionaires are being asked to make their decisions and submit registration forms as soon as possible.

ELLIOTT TO ASSUME NEW REGIONAL DUTIES SOON

-- starts on page 1
the Free-for-All Pursuit Race at the National Air Show of 1926.

Manager Elliott is married to the former Mildred Leonhart, and is known for his vigorous and competitive game of tennis. He is a true Texan, having been born in Greenville, Tex.

ATM Chiefs Conclave Set For Boston

-- starts on page 1
R&D has also invited a number of industrial contractors to provide displays of new equipment.

The ATM Division's perennial "emcee" Leo Marshall, chief of the Philadelphia tower, will hold forth at a banquet being held on the evening of June 22.

YOUNG, NICKLESBERG AND SCHANZ RETURN FROM EXECUTIVE SCHOOL

Three regioneers have just completed studies at the third class of the FAA Executive School in Oklahoma City. They were Lloyd N. Young, chief of FSFD's Operations Branch; Robert S. Nicklesberg, chief of F&MFD's Program Engineering Branch, and Anton Schanz, chief of ATMD's Analysis Branch.

Sisk II, Cleveland to Cleveland;
Lloyd E. Hickey, Dothan to Jamaica.

Adelbert C. Moldenhauer, Garden Grove to Bedford; Joseph E. Stenstrom, San Diego to Bedford; William R. Yost, Midwest City to Columbus.

Wedding Bells Clanging All Over These Days In Personnel

It appears that the gals in Personnel have nothing but weddings and more weddings on their minds.

Veronica DeMatteo started the procession recently by marrying Angelo Stallone.

On the forthcoming agenda will be the wedding of Francine Pedone to James Macken on the big Memorial weekend.

Not to be outdone, the following week Lorraine Advocate and Martin Yudell will become hitched.

The big July Fourth weekend will find Betty Jean Morris and James Elliott walking down the aisle.

Nuptials have already been announced for Elizabeth Lombardi and Dominic Tuzzo on October 8.

Now what about the men? Placement's last and only bachelor, Lawrence E. Medway has become engaged to Joan Ginsberg, a sweet lass from Connecticut.

Potatoes aren't cheaper and tomatoes are bringing a premium price, but maybe now's the time to fall in love, after all.

WENINGER AND DOSTER SUCCESSFULLY COMPLETE COURSE IN ACCIDENTS AT SOUTHERN CALIFORNIA

Two region 1 operations inspectors -- August E. Weninger of North Babylon, N.Y., and John Doster of Allentown, Pa. -- recently completed a special course successfully in aircraft accident investigation and accident prevention conducted by the University of Southern California. The eight-week training consisted of such professional subjects as education, engineering, physiology, psychology, mathematics, accident prevention and techniques of accident investigation.

Graduates of the program, both of whom were previously assigned to FAA district safety offices, will now be assigned as aircraft accident investigation and prevention specialists.

SPORTS OF SORTS

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Carmen Schettino whose 175 average topped all male competitors. Doris Gunther led the fair sex with 142.

High series honors for the hairy-chested entrants went to Frank Capone, who had a sparkling 657. On the distaff side Marilyn Reaper had a very respectable 543. Jim McMahon's 241 for single high game headed the men's field, while Marie Braccio's 211 was tops on the women's side.

The most improved bowler was Roy Smith who increased his average by 27 pins.

THISSA n' THATTA DEPT.:

The New York Center is currently engaged in forming a soft-ball team, and are hopeful of winning more than their share of games -- Hope springs eternal . . . The Richmond Tower bowling team copped second place in the 10-team airport bowling league. A private dinner was held at the close of the season at which trophies were presented.

3,000,000 Operations Noted At La Guardia

Several weeks ago Watch Supervisor Hank Schmitt at LaGuardia, cleared an airliner for take-off, marking the 3,000,000th operation at the airport since CAA/FAA took over the tower in 1946 from the City of New York.

Journeymen Bob Slavin and Bob Skrivanek, weekend warriors at Floyd Bennett in the Naval Reserve, were recently called upon to handle all voice communications for sea maneuvers.

The stork made a landing at the homes of acting journeymen Eddie Ellenberger and John Grula of LaGuardia tower. Both parents were presented with baby girls.

Paul Passariello, watch supervisor, is welcomed back after a month long illness which required hospitalization.

Years of Frustration Ends in Success

With Completion of Rikers Island VOR

After many years of frustration and despite many efforts, an omni-range located on Rikers Island, adjacent to LaGuardia Airport, has finally become a reality.

The location, a vital one because of its proximity to the three major airports, offered many obstacles of a technical variety.

Upon the utilization of the Doppler VOR equipment, many of the physical phenomena were overcome with the result that the site was considered satisfactory.

It is anticipated that this facility will be commissioned this winter, ending the quest for another omni-range in the metropolitan area.

REGIONEER AT CHARLESTON CREDITED WITH SAVING LIFE OF YOUNGSTER

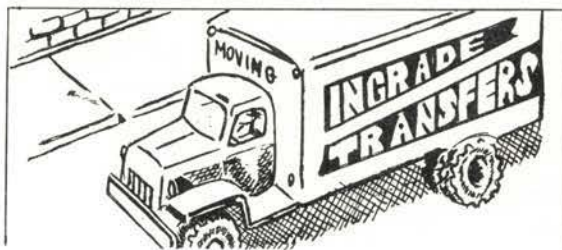
As a result of viewing a film entitled "Mouth to Mouth Rescue Breathing" Controller Robert E. Shull at the Charleston, W. Va. tower was recently credited with saving a youngster's life.

A frantic neighbor rushed into Bob's home carrying her 10-month-old child who had just been injured in a fall from a crib.

Bob noted that the child was not breathing and that the skin had become discolored. He immediately applied the mouth to mouth or "Biblical" system of resuscitation until the tot again began to breathe.

Bob lives in a fairly isolated area and many precious minutes (too many probably) would have been lost before a rescue squad could have arrived.

Bob frankly admits that he would not have known what to do if he had not seen the safety film.



AIR TRAFFIC MANAGEMENT

Walter F. Bardsley, from Pittsburgh to Albany. . . William V. Roeder, from Pittsburgh to Atlantic City. . . James E. McCafferty, from Jamaica to Atlantic City. . . Bruce E. Ware, from Jamaica to Atlantic City . . . John A. McDermott, from Jamaica to Atlantic City. . . Emil H. Weaver, from Jamaica to Atlantic City. . . Sidney B. Rossiter, from Jamaica to Atlantic City. . . James F. Drury, from Jamaica to Atlantic City. . . Osee C. Walcutt Jr., from Mansfield to Buffalo. . . Norma Morton, from Cleveland to Columbus. . . Louis W. Vengilio, from Brookville to Glens Falls. . . Thomas P. Donnelly Jr., from Quonset Point to New Bedford. . . John H. Harris, from Jamaica to Norfolk. . . Eulis G. Ramage, from London to Paducah. . . Howard P. Beals, from Philipsburg to Pittsburgh . . . John P. Smelko, from Bradley Field to Pittsburgh. . . Gerald F. Flanagan, from Boston to Quonset Point. . . Cleveland W. Glover, from Columbus to Washington. . . Harold L. Turner, from Jamaica to Washington. . . Edward R. Glowacky, from Cleveland to Youngstown.

FACILITIES AND MATERIAL

Richard R. Deshaies, from Norfolk to Jamaica. . . Vincent L. Kish, from Cleveland to Morgantown . . . Marvin F. Switzer, from Lynchburg to Roanoke. . . Gail A. Lingle, from Harrisburg to Columbus . . . Elliott B. Perrett Jr., from Harrisburg to Washington.

FLIGHT STANDARDS

Donald J. Wisner, from Windsor to Harrisburg. . . Frederic V. Eichhorn, from Pittsburgh to Jamaica . . . Karsten A. Egge, from Flushing to Lindenhurst.



Retirements

LOUIS A. BOVE, air traffic control specialist, Cleveland, (Ohio) center.

'TWIN' PILOTS LEAVE LA GUARDIA BLEARY

--Starts on Page 8

Now, Ah---ah--- Cessna 5969 Alpha, are you on an IFR flight plan?

69 Alpha, that is correct.

69 Alpha, will you say altitude and position?

69 Alpha, coming up oneNew Rochelle at six thousand.

Now, 5969 Alpha, you are at six thousand on an IFR flight plan. Report at New Rochelle. Proceed New Rochelle, direct to the Idlewild VOR. Maintain six thousand. No delay expected.

(The following is somewhat garbled by at least three simultaneous transmissions.)

Now, the other Cessna whose number ends in 69 Alpha, will you say your full number?

Roger, LaGuardia. This is Cessna 6969 Alpha.

Okay, that number is 6969 Alpha, a Cessna one-seven-two. Now, 6969 Alpha, are you flying on a VFR flight plan?

Ah, negative, I'm not on any flight plan at all, over.

You are VFR, though, is that correct? (Doggedly)

That's affirmative, over.

6969 Alpha, thank you, Say your position please.

69 Alpha is over New Rochelle.

Okay, you're VFR at New Rochelle. You can call the control tower immediately on 118.7, runway 31, wind northwest ten, altimeter 3018.

Roger, 69 Alpha.

Cessna 5969 Alpha, the IFR Cessna, go ahead.

69 Alpha.

Okay, 69 Alpha, have you passed New Rochelle yet, en route to the Idlewild VOR?

Reading Tower Girds Loins For 500 Craft Expected At Meeting

Chief Controller Marvin K. Bortz and his staff at the Reading (Pa.) Tower are busy these days girding their loins for the fray -- in this case 500 aircraft expected at the annual Reading National Maintenance and Operations meeting sponsored by Reading Aviation Service on June 3 -- 4.

One of the highlights of the meeting is the presentation of the "Flagship Award" to the best of the business fleet. This, over the years, has become a coveted trophy.

A lecture program offering varied information of interest aircraft owners and pilots will be presented. United Air Lines will offer their course covering airborne radar equipment, meteorology of the thunderstorm and recognition of radar images.

All major airframe manufacturers will be on hand with current models which will include Grumman Gulfstream, Fairchild F-27 and the Lockheed Jet Star on display.

Cessna 5969 Alpha, the IFR Cessna, have you passed New Rochelle, ma'am?

This is Cessna 69 Alpha, go ahead. Cessna 5969 Alpha, I will refer to you as the IFR Cessna, have you passed New Rochelle yet?

Negative 69 Alpha.

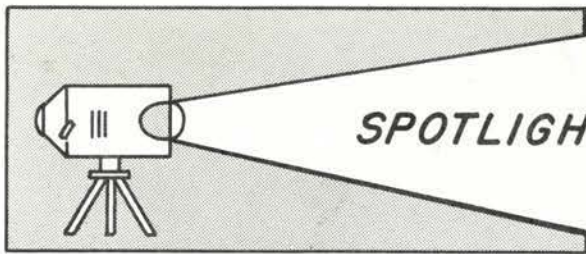
Okay, 69 Alpha, you have not passed New Rochelle yet. There was quite a bit of confusion there because I understood that both aircraft were calling at or in the vicinity of New Rochelle. I'm very glad to know that you have not passed New Rochelle yet. I have a target about three miles east of Westchester County Airport, flying southwest. This target will be abeam Port/Chester shortly. Would that be you, Cessna 5969 Alpha?

Thank you very much, sir! (Embarrassed feminine laughter.)

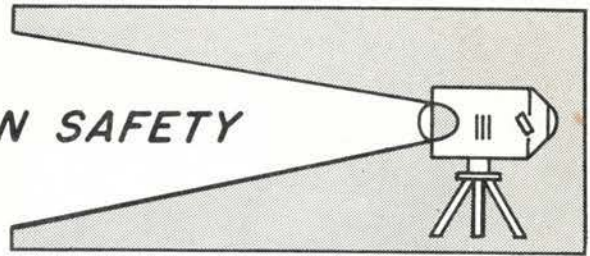
For identification, ma'am, turn right, heading 310 for thirty seconds, then resume course. Maintain six thousand.

69 Alpha turning to 310.

Cessna 5969 Alpha, the IFR Cessna, you are in radar contact. Turn left again, proceed direct New Rochelle, maintain six thousand LaGuardia weather.



SPOTLIGHT ON SAFETY



SEE TOTS BEFORE DOTS
—IT MIGHT SAVE LIVES

Won't be long now 'til summer vacation starts for the kids.

In traffic...slow down near playgrounds. Slow down in residential areas, particularly during daytime. Children are likely to be playing.

Slow down for the kids on bicycles. Youngsters don't think - cars can't. It's left to you.

Slow down or stop upon seeing a rolling ball or toy in the roadway. It may be pursued into the street by a heedless child. Boys and girls alike dart from the concealment of parked cars in a flash.

At home...
watch out for
children when
backing your car
out of a driveway.



Teach the kids
to stay out of the
street. Have small tots supervised outdoors.

Check your backyard playground equipment frequently. For example, splinter-producing edges on the sandbox can be made smooth.

Don't send young children on errands that take them across busy streets, either. Another must that should be stressed in the promotion of safety is that of teaching your own youngsters to practice it. Impress upon them the need for carefulness in their every play activity.

In short, bend every effort to keep them from becoming vacationless. There is nothing like hearing the patter of little feet tapping lightly on the floor.

OFF—JOB SAFETY RULES
—THEY'RE WORTHWHILE

Don't be shocked. Unless you have electrical training, don't try to be your own electrician. Electricity is dangerous - amateur wiring efforts are a frequent cause of shock and fires.

Power tools pack power, too. Observe the same safe practices at home as you do at work.

Power mowers...shut off power when cleaning or adjusting blades. Refuel out of doors. Never refuel a lawn mower while it's running or still hot from use.

Ladders...with strong rails and sound rungs are the right equipment for many jobs. But don't be a contortionist and reach too far on a ladder. It only takes a minute to move it.

Why get burned up? Most home fires are due to smoking, matches and defective electrical appliances.

Burn leaves in an incinerator - not in a spot where you can set the neighborhood on fire. Don't smoke in bed - the ashes on the floor may be your own.

KNOW YOUR HOME CHORES

For fixing things around the house, nothing beats a man who's handy with tools.

But the guy who tangles with something at home or on the job that he knows nothing about is headed for trouble. Besides making a big mess, he may end up an accident casualty.



Do-it-your-self projects are fine but if you don't know how to do certain work or how to use a certain tool, steer clear!