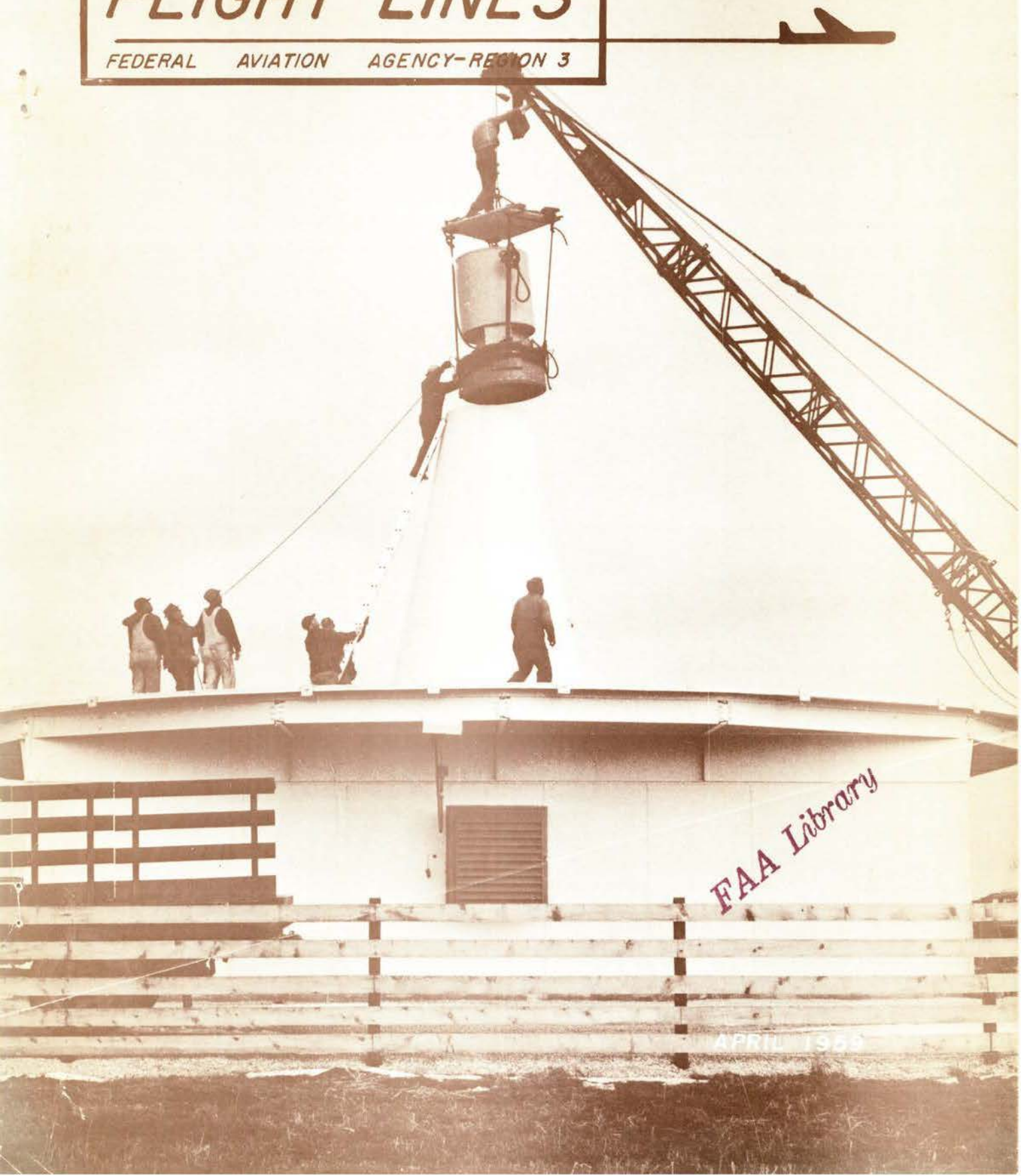


# *FLIGHT LINES*

FEDERAL AVIATION AGENCY-REGION 3



FAA Library

APRIL 1959



Produced by the Office of  
Public Affairs (KC-4)  
Federal Aviation Agency  
4825 Troost Avenue  
Kansas City 10, Missouri

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- - -

## \*ON THE COVER\*

Conversion of VOR to  
VORTAC. Story on page 3

## COVER PHOTO by

Joe P. Fornelli, KC-666

- - -

## \*DIVISION REPORTERS\*

Air Carrier Safety -  
W. J. Weis  
Aircraft Engineering -  
Georgia Dale  
Air Navigation Facilities -  
Margaret Ashburn  
Airports -  
J. K. McLaughlin  
Air Traffic Control -  
Kay Gardner  
Budget and Finance -  
Gerald G. Garrett  
General Safety -  
Phyllis Scott  
General Services -  
Emily McClure  
Personnel -  
B. M. Anderson  
Airspace - J. Plattner  
Legal - Pat Latchford  
Medical - Doris M. Snow

## FROM OUR REGIONAL ADMINISTRATOR

The other night, Kansas City was visited by a severe thunderstorm and one of its effects was to knock out all sources of electrical power at Kansas City Municipal Airport for a period of one hour. This posed a considerable problem to the Kansas City Center Station and Tower inasmuch as they lost all communications except long distance telephone. By use of long distance telephone, the Center shut off additional traffic from entering their area and handed over what traffic they already had to Omaha and Olathe RAPCONs. The Tower operated partially by use of telephone to Fairfax Tower (this worked when the pilot thought of calling Fairfax when he couldn't raise Kansas City).

I was again impressed, as I have been in the past, with the initiative and resourcefulness of our people in developing emergency plans and coping with a chaotic situation so smoothly that it almost seems routine in retrospect. Many of our FAA people are confronted with emergency situations from time to time. For example, the Chicago Center, Midway Tower and Indianapolis Tower have had similar emergencies in recent years. An emergency of another kind that we are confronted with occasionally is that resulting from a major accident. While every attempt is made to plan for the action to be taken in such emergencies, their very nature is such that plans must be general.

This places a great premium on the initiative of the people on the spot. A prerequisite of intelligent use of initiative is a strong background of experience and wide knowledge of all phases of FAA work. It is gratifying to know that we have many people so equipped in this organization.

Leonard W. Jurden

# Modernization Of Navigation Aids

## Conversion of VOR to VORTAC

by Alan H. Glass  
Chief, Program Engineering Branch

### CHANGING HATS

One of the most talked about things in the Facilities Division these days is the conversion of VOR's to VORTAC's. Among other technical changes is the one that is most visible to the public—the changing of the antennas from the VOR "Derby" to the TACAN "Top Hat".

The original common VHF navigation system which was approved in the late 1940's was the VOR/DME; the VOR to furnish azimuth information and the DME to furnish distance measuring information from the facility. This is often called the RHO/THETA system. The military developed a similar system called TACAN. It was to be used by all of the military service with some units to be installed on aircraft carriers. It became apparent that it was not practical to have two systems of short range navigation in this country, both from an economic and traffic control point of view. The civil DME equipment and the DMET equipment of the TACAN were not compatible and could not be used by the same equipment. The decision was made in August 1956 that the United States adopt a common system composed of a combination of VOR and TACAN and called VORTAC.

This new facility continues to provide azimuth information for use by civil aircraft on the VOR equipment. This has been in use for some 12 years now. Civil aircraft, including the new civil jets, will use the distance measuring portion of the TACAN, which is called



(Above) B. S. Buck seen in the process of removing the dome from the Pawnee City, Nebraska, VOR.



(Right) Buck and helper installing new TACAN antenna mounting plate on counterpoise at Pawnee City, Nebraska.

DMET. The military aircraft for all branches of the service will use their TACAN equipment which will make use of the DMET for distance measuring and the azimuth portion of the TACAN for directional guidance. With the VOR and TACAN at one location, this greatly simplifies the problem of traffic control in that the civil and military aircraft will be using common airways and fixes. At 60 locations in the Region we will continue to provide the older DME service for a few years yet. This equipment provides distance information to the FAA flight checking aircraft and enables them to determine if our navigation facilities are operating in accordance with established standards.

This Region received assignments to have 60 of the complete VORTACs in operation by June 30 of this year. The 2nd phase will provide 19 more by June of 1960. Our current year program provides for 30 more conversions and 15 completely new facilities. We expect to receive assignments to change over all of our airway VOR facilities to VORTAC in the next two years.

### SO WHAT IS VORTAC?

VORTACs are primarily used to designate VHF or "Victor" airways and are installed at about 90 mile intervals along a basic airway route. Where possible they are also sited so as to provide an instrument approach bearing to an airport. At some remote airport locations they are used solely as an instrument approach aid.

To navigate an aircraft along an airway is simplicity itself. The pilot tunes his receiver to the proper VORTAC, sets the receiver bearing selector to the desired airway radial in degrees, and corrects the aircraft heading to keep a course indicator centered in the dial. Another dial furnishes constant mileage indications to or from the VORTAC, using either the DME or



Gregg Henfling and Hal Johnston picked a "breezy" February day to set the new antenna in place at Scottsbluff, Nebr. No easy job, this takes close coordination from the crane operator.

DMET. By timing the elapsed mileage indications the exact ground speed of the aircraft can be determined for use in accurate estimated time of arrivals over reporting points.

. . . . .

Our thanks to Lincoln ATFO personnel for sending in this photo and those on page 3.



## AIR CARRIER SAFETY DIVISION

Within the Flight Operations Branch of the Air Carrier Safety Division are a group of specialists whose main function is to ensure that a safe operation can be conducted over the airways of this Region, and further, that an aircraft upon arriving at its destination has a safe method of letting down through the clouds to a landing.

To accomplish this purpose these specialists are continually checking the VOR and LFR airways to insure that adequate terrain clearance is maintained. Present regulations dictate that within this region an aircraft cannot operate closer than 1,000 ft. above terrain or obstructions such as radio towers, buildings, etc. when flying the airways. The TV stations with their associated high towers which give us entertainment are the main source of difficulty with respect to our airways at the lowest usable altitudes. Other conditions which necessitate revisions to our airways are the relocation of existing facilities or new locations and airways.

As indicated previously a pilot when flying either under VFR (visual flight rules) or IFR (instrument flight rules) after traversing our airways must have a safe method of descending from his enroute altitude to the Airport of destination. So that he may accomplish this, the Flight Operations Procedures Specialist formulates what are known as instrument approach procedures. These procedures are based on VOR, LFR, ILS, and Radar installations located in the terminal area and are in effect precise directions for the utilization of the electronic tracks or paths in the sky created by these facilities. A pilot by following these procedures and listening to or watching certain instruments in his aircraft can descend through the cloud cover to a landing at the desired

airport.

In addition to the day to day activity of monitoring airways and instrument approach procedures, a great deal of coordination is required with other divisions of the FAA in the planning of new airways and the location of new facilities.

### REGIONAL OFFICE

Personnel of the Air Carrier Division Staff representing the Flight Operations, Maintenance and Electronics Specialties participated as observers in TWA's Boeing 707 Jet Proving Flights prior to inauguration of regular scheduled service by TWA between New York and San Francisco.

Another jet jockey has been added to our staff with the return of Charley Bevis from the Jet Indoctrination Course at the Aeronautical Center.

### ACSDO #31, CHICAGO

In line with the increasing commercial jet activity in the Chicago area, an inspector from this office participated in the American Airlines' Electra flight training being conducted in Fort Worth, Texas.

American and Eastern Airlines now are providing commercial Lockheed Electra service into the Chicago area and American Airlines plan introduction of Boeing 707 jet service into Chicago by the end of March.

### ACSDO #32, INDIANAPOLIS

Allison Division of General Motors at Indianapolis has been certificated by the FAA to overhaul the Allison prop jet engines used by American and Eastern Airlines in the Lockheed Electra.

Lake Central Airlines have added two DC-3 aircraft to their fleet. These will be the last of this type aircraft pending

purchase decision as to turbo-prop aircraft.

#### ACSDO #33, KANSAS CITY

Proving Runs were observed by personnel of this office on TWA's Boeing 707 Jet aircraft. Two non-stop round trips were made between San Francisco and New York during the week of March 15 after which TWA inaugurated the first commercial jet service between these two cities on March 19, 1959.

#### ACSDO #34, MINNEAPOLIS

Northwest Airlines is planning to initiate a new Orient schedule with DC-7C equipment about the first of April. The trip will originate in New York and operate non-stop to Anchorage, Alaska thence to Tokyo.

North Central Airlines will inaugurate Convair CV-340 service over their routes about April 1, 1959.

#### ACSDO #35, ST. LOUIS

Ozark Airlines have joined the growing group of local Service Airlines acquiring modern jet aircraft with the announcement of purchase of three F-27 prop jet aircraft manufactured by the Fairchild Aircraft Corporation at Hagerstown, Maryland.

Personnel of this office have launched an educational spree. Everyone in the office can be credited with an accomplishment in keeping up or ahead of recent developments. The courses of study range from formal industrial and Aeronautical Center courses to on-the-job training, correspondence courses, Toastmasters and home study. The stimulation has come from many sources but the main one is Ozark Air Lines' recent expansion and commitment to the F-27 turbo-prop aircraft.

Maintenance Inspector Benben has acquired a new home the past year, a new car the past month and a new tooth the past week. We are all awaiting further developments.

Inspector Hensel continues to search for his cream house. If anyone knows

of a new split-level house on a quarter-acre lot, near schools, churches, and a shopping center in the St. Louis area which is within his price range, kindly call him collect.

Speaking of furniture reminds us of our chairs. The six straight chairs which we ordered to supplement the ones we had, turned out to be revolving chairs. So the GSA was ordered to pick them up and substitute straight ones. We now have the straight ones, plus the revolving ones. Unfortunately we have grown to love the gay, mad whirl these chairs have produced and don't see how we can bear to give them up.

. . .

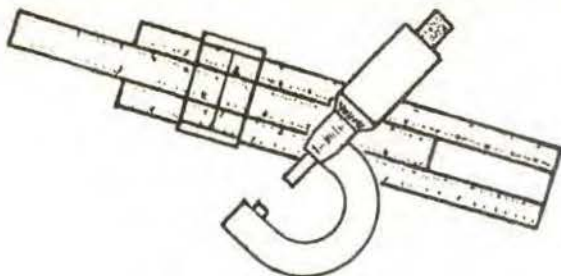
#### OUR EMPLOYEES ASSOCIATION

The Committee of the Employees Association held a meeting on March 31st and various items of business were discussed. Some were cleared and others tabled for future action - isn't that the nature of most meetings!

As is our custom, flowers were sent to eleven FAA members during the month of March.

Spring affected the tone of the meeting and there are rumblings that a Spring activity for all employees would be nice... but what? Another idea tossed in for discussion was that the Association could sponsor such projects as baseball and bowling teams, choral groups, or others of a similar nature. A number of our employees are talented and have ability to coach, train, or be an active participant in such projects. Let your Division Representative know if you are interested. These activities are subject to the limits of the Treasury, of course.

Amendments to the Constitution and By-Laws are to be made, such as changing our name to "FAA Employees Association". Any other proposed amendments are to be given to the Legal Advisor, Kenny Geier, KC-60, prior to the next meeting, April 14th.



## AIRCRAFT ENGINEERING

One of our current type certification projects which will be entering the flight test stage within the next several months is the McDonnell Model 119A pictured here. It is a swept-wing, turbojet-powered aircraft with four engines mounted in pods and with a design maximum takeoff gross weight of 45,500 pounds. The engines to be installed in the production aircraft will be Pratt & Whitney JT12's of approximately 3,000 pounds thrust each. Since these engines will not be available until later this year, the aircraft is being flown with derated Westinghouse J34's. The aircraft is designed for a crew of two and eight-twelve passengers and has a range of 2,200 nautical miles against 70-knot headwinds, with an average cruising airspeed of approximately 500 miles per hour. The cabin is pressurized to 8,000 feet at an airplane altitude of 45,000 feet. Entrance to the airplane will be by means of integral steps forward of the wing. A wide, flat floor through the cabin provides a full six feet of height in the central aisleway and permits track mounting of seats, furniture, lavatory and training equipment or tie-down of bulky loads.

A considerable amount of engineering data has been submitted and evaluated by our various branches. Special conditions to provide equivalent safety to the intent of the Civil Air Regulations were determined and forwarded to the manufacturer. Other design problems are being handled as they occur. For example, most of the design philosophy of the systems and over-all design parameters has been examined and commented upon, in order that detailed testing and analysis could proceed with a high probability that compliance with the regulations could be shown. Our Manufacturing Branch has followed the



The new McDonnell Model 119A

construction of the prototype from its beginning to assure that the aircraft conforms to the design drawings.

The first flight with the J34 engines installed was on January 11 and to date more than twenty-five hours of flight time have been accumulated. McDonnell is currently preparing the aircraft for flight test evaluation by the military, but subsequent to these tests they will conduct a flight test program which will include participation by FAA personnel. Most of this program would be directed toward determining that the airplane would comply with the Civil Air Regulations. We are currently evaluating a proposal by McDonnell which would divide the certification flight tests into three categories. The first would be those tests which would be flown with the J34's installed and would apply directly toward certification. The second category would be items which would be flown with the J-34's installed and rechecked with the JT12 engines installed

to be sure that compliance still existed. The third category would be those items which would be checked for certification only when the JT12 engines become available.

### SPECIAL ASSIGNMENT

Ted Kolankiewicz, one of our Engineering Pilots, is currently involved in a rather unique project - the flight testing of airplane simulators. A recent amendment to our transport airplane operating regulations permits an airline to use an airplane simulator for certain phases of pilot training and proficiency flight checks, provided that the simulator "fully simulates" the performance and flight characteristics of the airplane. The responsibility for determining "full simulation" presently lies with the Washington Operations Division and Ted's job is to conduct the simulator flight tests, then provide that Division with technical assistance in comparing flight test data from the simulator against data from the actual airplane. Simulators tested recently include the Lockheed 1049G and 1649A Constellations for TWA here in Kansas City, the DC-6B at Western Air Lines in Los Angeles, the DC-7B at Eastern Air Lines in Miami, and the DC-7C at Pan American in New York.

"Airplane simulators", according to Tec, "have a tremendous crew training potential. At one time, a simulator was used to teach flight crews airplane systems and general flight procedures only; but with the present state of the simulator art it is now possible to teach and demonstrate each phase of an airplane's individual characteristics, regardless of how unique, to a pilot without his ever flying the airplane. The simulator is also invaluable in demonstrating unusual or emergency conditions, such as an engine failure on take-off, that might be too hazardous to demonstrate in actual flight. The inability to procure certain airplane flight test data, however, prevents our program from realizing

one hundred per cent comparison with the airplane."

Ted's most recent simulator project is flight testing our FAA Boeing 707 simulator, which is being built by Curtiss-Wright Corporation at Carlstadt, N. J. This simulator, following its acceptance at Carlstadt, will be installed at the Aeronautical Center in Oklahoma City for use in training our Air Carrier Inspectors in the aspects of jet transport performance, flight characteristics and jet flight procedures.

### PERSONNEL

Snow, tornadoes and hometown "blues" have taken their toll from our staff recently. Virginia Stevling (Flight Test Branch) has packed her bags and, with her daughter, is taking off in search of a sunnier clime. Neil Vaughn (Airframe & Equipment Branch) plans to return to his home town of Wichita early in April, where he will be employed by Boeing.

We welcome Emmett L. Brotherton to AEDO #43 in Wichita. Mr. Brotherton comes to us from Bethany, Oklahoma, where he was an inspector on the final assembly line of Aero Design & Engineering Company.

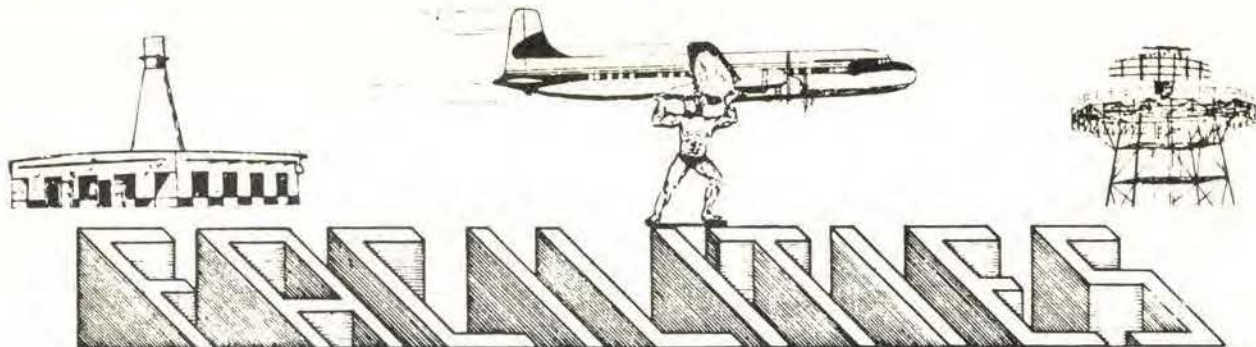
Wichita has lost Dick Lighthizer to AEDO #41 in Muskegon, Michigan. Looks as if Dick timed his transfer north at just the right time. Muskegon's snowfall record was broken this past winter, but the snow is melted now and spring is just around the corner. Better have your fur-lined coat and snowshoes ready, tho, Dick - there'll be another winter!



#### WANTED -

Photos of interesting doings around the Region. Please send negatives with the prints. They will be returned.

The Editor



### WESTON, MO. IS LOOKING UP

The building and 80' tower at the Radar Microwave Link Repeater site at Weston, Missouri. It is one of seven repeaters linking Omaha, Nebraska radar with the Kansas City, Missouri ARTCC. At the time this picture was taken, the radar reflectors had not been installed on the tower. At the present time similar links are being constructed from Hutchinson, Kansas to Kansas City, Missouri and from London, Ohio in Region 1 to Indianapolis, Indiana, in Region 3. At other sites the towers range in height up to 300 feet.

### ANY TAKERS?

A group of FAA Regional Office employees have formed a partnership for the purpose of investing a predetermined minimum amount of money each month in stocks, bonds, and securities for the education and benefit of the

partners. They are known as the "PIC Investment Club". There are presently 12 charter members and membership is limited to twenty.

If you are interested, contact Mr. Wayne T. Wyatt, of the Plant Establishment Section, Extension 379.

With the increase in air traffic, some of the Towers have a need for ground control, in addition to control of planes in the air. Ground Control is used for issuing taxiing and parking instructions, etc. Due to a lack of adequate frequencies this had caused problems, in that frequencies must be used that are too close together, causing "squeals". Our Radar & Communication Engineering Section, KC-630, has had a great deal of success in overcoming this problem in the past few months by the use of cavity resonators.

One of the facilities where difficulties of this nature were incurred was Chicago Meigs, where, in addition to other traffic, there is Helicopter travel to and from Midway Airport.

### FACILITIES ALUMNUS ABROAD

We have had a chatty letter from Donald E. Davis, formerly with KC-625 telling of his family's experiences in Turkey. On the trip over, by air, they stopped in Glasgow, Scotland, and Mrs. Davis saw her grandfather's old home. The Davises also enjoyed a brief stop in Paris and Geneva, and said hello to John Betts (also from Region 3) in Rome.

For those of you who would like to drop Don a line, his address is:

Mr. Donald Davis  
ICA/CAAG, U. S. Consulate  
APO 380  
New York, N. Y.

## WHO'S WHO IN FACILITIES THE BOSS - C. G. Benzon

Back on November 11, 1903, Clarence George Benzon was born in Seattle, Washington, just barely, his folks having arrived the previous day from Alaska. He attended elementary and high school in Seattle and attended the University of Washington. For four years he sailed the seas between the United States and South America, the Philippines, Alaska, and various other ports as radio operator for a steamship company. He deserted the sea when Mary, an Irish lass, captured his heart on board ship and they were married on January 24, 1925. He became a radio operator for a coastal station at Seattle until he decided to join forces with the then CAA as a radio operator at Elko, Nevada in 1929.

A year later he transferred to Salt Lake City as radio technician and later served in this capacity at Cleveland, Ohio, Los Angeles and Oakland, California. In 1935 he transferred to Fort Worth, Texas as Assistant Communications Maintenance Supervisor and subsequently was promoted to Radio Engineer, Maintenance Inspector, Chief of the Signals Branch, and then to Assistant Superintendent of Airways. While in Fort Worth he "tried his wings" and earned a commercial pilot's license with multi-engine rating. He transferred to Seattle in 1945 as Chief of the Communications Branch where he obtained his professional engineers license. Three years later he transferred to the International Region with a two-year assignment as Chief of Civil Aviation Mission at LaPaz, Bolivia. He claims his presence there did not contribute to local revolutions and that he did not participate in same.

While stationed in Bolivia the Benzons used their leave in visiting Rio, Buenos Aires, Montevideo, Lima, and other interesting points in South America.

From LaPaz he proceeded to Athens

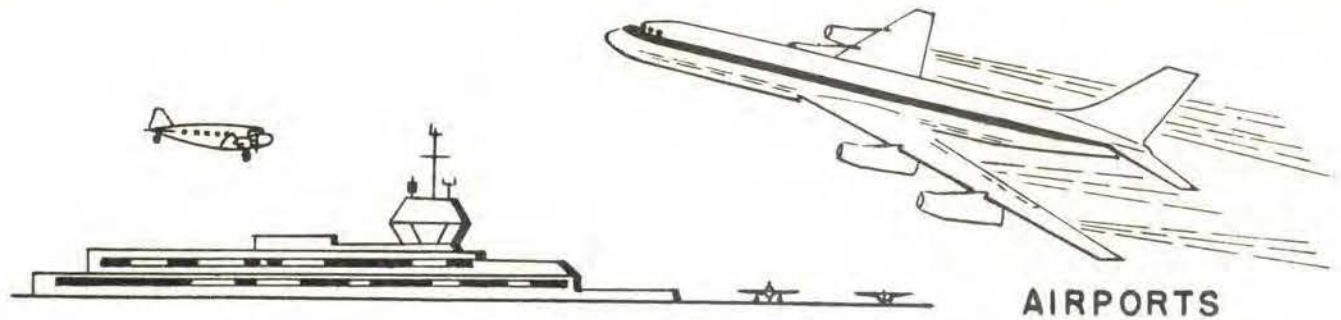
Greece on a two-year assignment as Chief of the Civil Aviation Mission there and used his leave in touring Europe and the Middle East.

Upon completion of his foreign assignments he transferred to the Office of Federal Airways in Washington as an Electronic Engineer in the Systems Engineering Branch. While in Washington he took additional training at the American University and U. S. Department of Agriculture Graduate School. After a three-year assignment in the Washington Office he joined the Staff of Region Three in his present position. George has been Chief of the ANF Division in Region 3 since November of 1955.



The yard at 3510 West 84th Street in Johnson County, Kansas shows the interest both George and Mary have in flowers and shrubs. In fact, from 1946 to 1948, as a hobby and side interest, they operated a greenhouse and plant nursery in Seattle. Their son, Charles shares his father's interest in electronics and is employed by FAA as an Electronic Technician at Columbus, Ohio. Their other son, George, is an Industrial Sales Engineer at Rockford, Ill. Another of the Benzons' main interests is their two grandsons and three granddaughters.

The Benzons have enjoyed the climes of Florida on some of their vacations and have acquired some interests in real estate there for possible use in a few more years.



## FAA "CEASES TO BE AN OBSTRUCTION"

With the completion of the new Terminal Building at Capital City Airport, Lansing, Michigan, FAA tower, communications and maintenance personnel will be provided operating space which will be a vast improvement in every respect over previous quarters. Not the last of these is the fact that FAA will no longer be in the anomalous position of occupying a structure which by FAA standards has constituted an obstruction with respect to the designated instrument runway.

From the standpoint of the traveling public, this building, constructed under the Federal-Aid Airport Program, will replace the cramped, inadequate and completely outmoded sheet metal building at the base of the old tower through which airline passengers, mail and express funneled (not "flowed").

FAA, State and City representatives participated in the dedication ceremonies held at the new Terminal Building on February 18, 1959. In the picture above Ed Marsh, Deputy Regional Administrator, is shown being presented the traditional symbolic key to the building by Governor G. Mennen Williams. When called forward for the presentation, Ed remarked on the similarity of the experience with that he had in landing in a small aircraft at New York; following request by the tower, after touching down, to execute a 180 on the runway and expedite a turn-off at the runway just behind him due to a following aircraft coming in for a landing, he promptly made the turn-about and found himself looking head-on at the "biggest 4-engine plane I had

ever seen". Remarking that it was the first time he had been called a 4-engine airplane Governor Williams then proceeded to introduce "Jet-propelled Mayor Crego".

Capital City Airport is owned and operated directly by the State of Michigan Department of Aeronautics. However, the City of Lansing has contributed funds to its development and improvement. The Department will occupy the 2nd floor and part of the 3rd floor of the East Wing. In addition to the tower, FAA will occupy a portion of the 3rd floor for ATCS, with the Weather Bureau also occupying a part of the 3rd floor.

Dignitaries and representatives attending the ceremonies in addition to Governor Williams, Mayor Crego, and Marsh were Clyde Pace, KC-400, Lindell Hale, DAE-5, James D. Ramsey Director, Michigan Department of Aeronautics, the Chairman, Building Board

↓ Edward C. Marsh, Deputy Regional Administrator receives Terminal key from Governor Mennen Williams.



of Control, members of the Michigan Aeronautics Commission, members of the State Legislature, and representatives of labor, business and industry in the Lansing area.



Mrs. Knoeple, wife of DAE-3 now has more room in her deep freeze since Bill has been weaned away from tobacco after major surgery and a hospital sojourn. Back on the job full time, Bill is open to offers on a dozen boxes of cigars and 15 pounds of pipe tobacco, which have been stashed in the freezer against the event of a possible prolonged period between replenishment trips (incidental, of course, to official business) to Kansas City.

A real "old timer" in the airports business is soon to put aside blueprints and account books for fishing rod and gardening trowel, when A. E. ("Scotty" Sutherland retires effective April 1, 1959, as Maintenance Supervisor, Weir Cook Municipal Airport, Indianapolis.

"Scotty", well known to FAA personnel and users of Weir Cook, will have completed 30 years of continuous service to the City of Indianapolis in its Aviation Department. He started in 1929 at the old Mars Hill Airport, and moved to Municipal when it opened to traffic in 1931.

Herb Howell, now in charge of construction of the new Washington International Airport at Chantilly, Virginia, revisited his old haunts when he spoke to a group of ADO, Minnesota Aeronautics Department, Metropolitan Airports Commission personnel and others in the Twin-Cities recently. The former Region 3 Airports Boss and later Director of the Office of Airports spoke on the plans and progress on Washington International and showed a movie on the possible usages of mobile lounges.

## CREDIT UNION NEWS

FAA employees have helped to build the K. C. NFFE CREDIT UNION, available to all federal employees, and their immediate families, with headquarters in the Greater Kansas City area. Approximately 1, 100 FAA employees belong to the NFFE with less than half of them being in the Regional office.

\* \* \* \*

All credit union loans are insured without additional cost to the borrower and will be paid off in case of death; also in case of total disability before 60 years of age.

\* \* \* \*

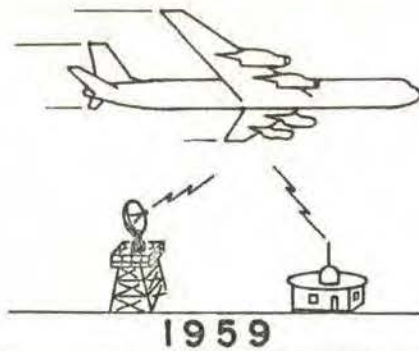
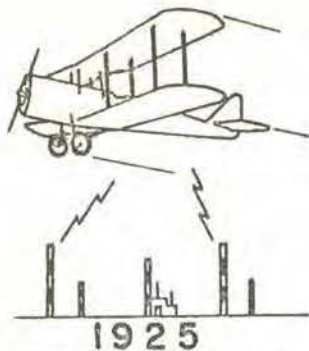
The low interest rate for financing loans has proved a great asset to federal employees. Interest on loans of \$300 and under is 1% per month on the unpaid balance while on those over \$300 (called mortgage or secured loans) it is 3/4% per month on the unpaid balance, or about 4-3/4% "bank interest".

\* \* \* \*

Here is Credit Union financing compared to a local finance ad:

Interest	6 mo.	12 mo.	24 mo.
Fin. Co. \$100	10.70	20.48	41.60
Cr. Union	3.50	6.50	12.50
Fin. Co. \$300	32.22	61.56	125.04
Cr. Union	10.50	19.50	37.50
Fin. Co. \$400	39.86	71.96	154.88
Cr. Union	10.50	19.50	37.50
Fin. Co. \$500	45.52	87.64	175.60
Cr. Union	13.13	24.38	46.88
* * * * *			
Finance Co. \$1600	24 mo. int.	\$319.20	
Cr. Union	1600 24 mo. int.	\$150.00	
YOUR Credit Union Savings		\$169.20	

Can YOU AFFORD financing other than using YOUR CREDIT UNION?



# AIR TRAFFIC CONTROL

"FAA's MOST  
CHALLENGING  
MISSION"

## DIVISION OFFICE, KC-500

In the March issue of FLIGHT LINES we were unable to include any items on the functions and activities of the various Branch offices in our Division, due to space limitations; however, the Program Control Staff (KC-502) found room to cite some "Air Traffic Facts", which contained interesting statistics on the respective activities in terms of volume and growth of the different categories of operations handled by our facilities in the field. In this issue, we will devote space to the make-up and functions of various Branches, and more will follow in succeeding issues. Again, as future issues go to press, we plan to include articles on certain field facilities in order to acquaint everyone with the part our facilities and personnel in the field play in providing air traffic control services to civil and military users of the air traffic control system.

Items of general interest include the following:

PERSONNEL: As of 2/28/59 2,865 people were on the ATC payrolls, representing a net gain of 47 during the month of February. This leaves 361 to go to meet our authorized staffing goal of 3,126 by June 30.

RECLASSIFICATION OF FIELD POSITIONS: Both our Operations Management Section and the Personnel Division are now feverishly working to complete all the Personnel Actions and related paper work to make the reclassification effective on April 19, which is the current "target date".

ADDITIONAL RESIDENT INSPECTOR (ATC) POSITIONS: Selections were recently made for 3 additional RI positions (GS-12) for the Air Force approach control facilities (RAPCONs)

at Whiteman AFB, Sedalia, Mo.; Scott AFB, Belleville, Ill., and Selfridge AFB, Mt. Clemens, Mich. This brings our total number of RI's to 7, adding to those already at RCA, SSH, LNK, and BHL.

## ANALYSIS BRANCH, KC-540

One of the busiest "outfits" in the R. O. is the Analysis Branch, which conducts inspections of all ATC operating facilities, as well as numerous special projects. This Branch has been given several official titles and many unofficial names, some of which are not exactly complimentary. Starting as the Inspection Section in 1957, it became successively the Inspection Staff and the Analysis Branch in 1958. The Analysis Branch carries out that part of good administrative practice called "Check the Results".

In checking the results, personnel of this Branch called "Inspectors" in polite terminology, spent 1575 days in travel, conducted 240 evaluations, and reported some 3000 items which required improvement or correction during calendar year 1958.

This Branch uses the aircraft rental program to study services to pilots rendered by ATC facilities, improving on the old expression, "The walls have ears". Today, "The sky has ears" for the unwary Specialist who loves to chit-chat with pilots. A total of 310 in-flight checks of facilities was made during the past year.

Looking into the future and in addition to normal inspection activities, the Analysis Branch expects to spend considerable time in study and review of the Resident Inspector program, automation, center radar, and the control services rendered civil jet aircraft during the coming year.

## NOTE FROM THE FIELD

The Detroit area has had a rough winter as evidenced by the fact that there has been a total of 1500 tons of sand spread on the Willow Run Airport. This adds up to the equivalent of two inches of sand on the runways and taxiways.

## PLANNING BRANCH, KC-510

This will introduce the Planning Branch (which is charged with responsibility for developing plans for the airways system and related navigational aids; establishment and modernization of ARTC Centers, towers, and ATCS's; studies, evaluates, and recommends new devices and structures to implement and improve ATC service, such as specialized equipment, radar, and electronic computers.

Personnel presently assigned to the Planning Branch are Tad Matucha, Chief; Johnny Knoell, Deputy Chief; Ralph Brockman, Airspace; Med Smith, Nav-Aids; Ken Hollinger, Long Range Radar; Fred Blackburn, ARTCC quarters and equipment; Ray Chaffee, Towers and RAPCONs; Eldon Kaup, CS/Ts and Towers; Owen Meridith, ATCS. The "Fems" of the Branch are Jane Staats; Nell Wright; and Marilyn Carrigan who reported into the "Crystal Ball" department on February 12.

The Branch is presently engaged in one of its most important tasks; that is, preparation of the 1961 ATC Budget Request. We are generally governed by what is referred to as a "Call for Estimates", which is prepared by the Washington Office and is, in effect, the guideline used for preparation of the Budget Request. It is required that approved planning standards and criteria be followed in connection with the establishment of new facilities and Nav-Aids. Determination as to whether a location qualifies for a new tower, ILS, VORTAC, etc., is made from data recorded by the field facilities and submitted to KC-502, where it is compiled

and forecasts of future activity developed. Planning Branch data is forwarded to the ANF Division, where costs are estimated for equipment, engineering installation, etc. The Regional Budget Request is sent to Washington where the various Regional Budget Requests are consolidated into a Washington FAA Budget Request. Many hearings are subsequently held with the Bureau of the Budget and Congressional Appropriation Committees, frequently resulting in many modifications and adjustments, before the final approved budget "Program" is received by the Region.

The actual FY-1961 Budget Program will probably be received in the Region during June 1960, for FY-1961 implementation and accomplishment starting at the field facility level cannot be emphasized too strongly, in order to try to provide the necessary tools and facilities for Air Traffic Control services.

## PROCEDURES BRANCH - KC-530

The Procedures Branch is one of five major Branches and Staff Offices of the Air Traffic Control Division, and its primary functions consist of developing disseminating, and recommending new or revised operating procedures for the Air Traffic Control and Communications services. This Branch is also charged with developing and recommending procedures, schedules, and circuitry for the collection and dissemination of weather reports, NOTAMs, movement and control messages, and other data required for the safe and efficient movement of air traffic.

Although the above statement of functions is brief, it can readily be seen that it encompasses a wide area of responsibility.

As it is often facetiously stated, this Branch is a "small high-level staff" consisting of the chief, Maynard Skinner; Deputy Chief, Ed Basel; En Route Specialists Jack Koehler and Louis Helbeck;

(Continued on page 24)

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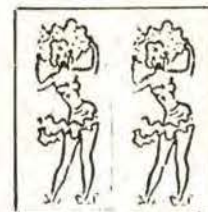
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**PERSONNEL**

Employees-	
Region 3 total 12/31/58	4,523
Region 3 total 4/1/59	4,825
Incentive Awards - FY-59	
Suggestions received to date	221
Suggestions approved	51
Cash awards made	\$2,462.50
Sustained Superior Performance awards made	49
Cash awards	\$8,940.00

**MEDICAL OFFICE**

Region 3 designated doctors	478
Average monthly airman physicals given - 3rd quarter	3,471

**AIR TRAFFIC CONTROL**

Radar flight following and advisory service for civil jets-		
Peoria, Ill.	Belleville, Ill.	Olathe, Kansas
Hutchinson, Kansas		Omaha, Nebr.

**LEGAL**

Violations processed this quarter	177
Reprimands	58
Civil penalties	33
Actions to suspend or revoke certificates	51

**AIRPORTS**

Federal Aid to Airports Program:	
Tentative allocations-millions	\$10.7
Federal Grants-millions	98.4
Total projects under grant	1,088

**BUDGET & FINANCE**

Average payroll cost per PP	\$1,115,000
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**GENERAL SAFETY**

Violations filed this quarter	249
Accidents investigated	171

**GENERAL SERVICES**

SF-44s issued average month	930
Govt. vehicles assigned - total	590
Average monthly travel in govt. vehicles (miles)	327,625
Total FAA aircraft	112
Region 3 aircraft	19
Average monthly flight hours in Region 3 aircraft-3rd quarter	78.8

**REGIONAL AIR NAVIGATION FACILITIES**

TYPE	TOTAL 1/1/59	TOTAL 4/1/59	GOAL 6/30/59	UNDER CONSTRUCTION
VOR VORTAC	132	136	140	Flint, Mich., Peck, Mich., Maples, Mo., Grand Forks, N.D., Jackson, Mich., Smithwick, S.D., Winner, S.D., Houghton, Mich., Danville, Ill., Stevens Point, Wis., Chicago O'Hare
ILS	34	34	35	Minneapolis, Minn., 2nd, Waterloo, Ia., Peoria, Ill., Muskegon, Mich., Springfield, Mo., Battle Creek-Green Bay, Mich.
RADAR All Types	11	12	15	LaGrange, Ind. (Two military joint use radars in goal)
TOWER & CS/T	39	39	39	Kalamazoo, Mich., Champaign, Ill.
ALS	20	22	25	Duluth, Minn., Springfield, Ill., Green Bay, Wis., Springfield, Mo., Rochester, Minn., Battle Creek, Mich.

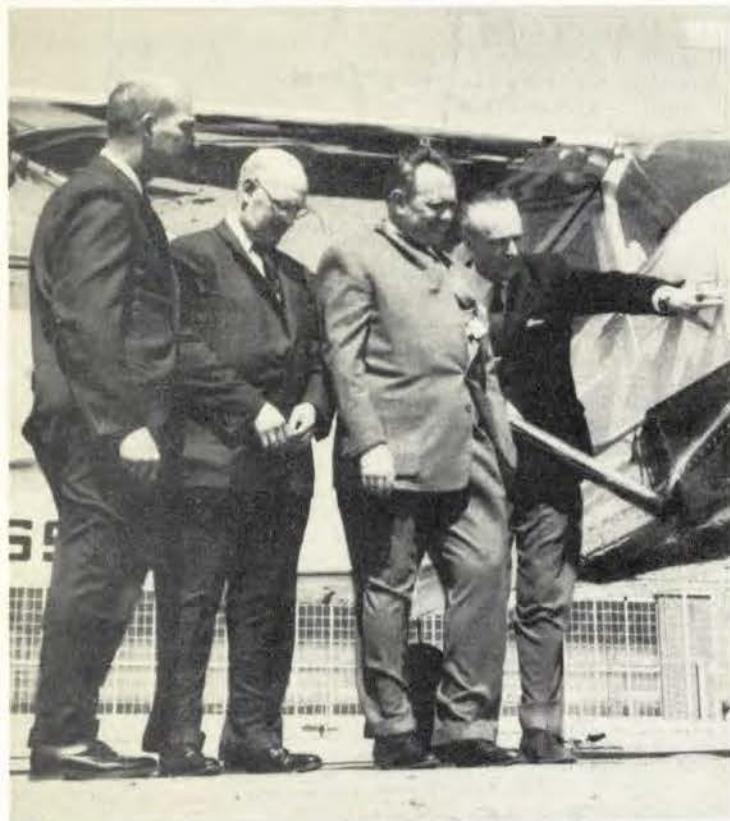


Photo above shows FAA and Cessna officials on a recent inspection tour of the Cessna factory at Wichita. Left to right are Dale Miller, Supervising Inspector AEDO #43, Henry L. Newman, Assistant Regional Administrator, Jack Carran, Chief of Aircraft Engineering Division being shown a new 182 by Obed Wells, FAA's designated Manufacturer's Certification Representative at Cessna Aircraft.



Through the cooperation of the Missouri Air National Guard, St. Louis FAA Air Traffic Control Center personnel see radar departure control from the air. In photo below FAA Senior Airways Operations Specialist and ANG pilot Joe Anderson gives pre-flight briefing to St. Louis Center fellow-workers Vernon Hallows, controller: Frank Hildebrand, Senior Airways Operations Specialist; and Jim Chancellor, controller. These flights give our controllers better understanding of the operation.



# Flight Checking - Up North



Fleming Field, South St. Paul  
Home of FIDO #2



Warming Up Exercise  
Starting N-38 At -24° F.



## COLD COMMISSIONING

FIDO #2 at S. St. Paul recently did the flight test, commissioning on the Dickinson, N. Dakota VOR upon its conversion to a VORTAC.

(Left) Bill Cuniff, Electronic Technician.

(Right) Sam Maida, Electronic Technician.

(Below) The Dickinson VORTAC showing the TACAN unit on top.

(Photos by Bill Cuniff, FIDO #2)



## NIGHT MISSION

One night recently while many of us were sawing away in slumber, members of our Flight Inspection Branch of ANF were very busy. All of the following took place between the times of 0230 and 0745 as told by Tom S. Smith, operations supervisor FIDO #3, Battle Creek, Mich.

0228 - William Wright, Battle Creek CS/T traffic controller advised that JOT ATCS requested me to call him.

0230 - JOT ATCS was contacted. Mr. Beal, Supervisor on duty advised that an AAL Convair had crashed at 70th and Cicero Avenue while attempting an instrument landing to runway 31L at Chicago, Midway. Present MDW weather conditions were reported as ceiling 100 feet obscuration, visibility 5/8 mile.

0245 - Contacted Mr. VandenHeuvel, operator of Kellogg Hangar Service, requested that he remove N-38 from the hangar and refuel the ship.

0250 - Contacted Robert Newman, MDW ES, for information on facility operation at time of accident.

0255 - Contacted John Walls, Acting Supervising Flight Inspector for Sector 8, and requested his assistance for the flight check. Also contacted Mr. Francis Petersen, Electronic Technician requesting his assistance.

0300 - Contacted Midway Tower for additional details regarding the accident. Coordination regarding the flight check of the MIX ILS was effected with John Keleher, Chief Controller and Clyde Denham, Flight Supervisor on duty.

0330 - Messrs. Walls, Peterson and I reported to the District Office and obtained necessary equipment for flight checking. N-38 was refueled and towed from the hangar.

0500 - Weather checks reported MDW ceiling 300 feet overcast, visibility one mile, O'Hare ceiling 100 feet, visibility 1/2 mile.

0510 - N-38 departed Battle Creek en-route to Midway.

0600 - Contact established with Midway approach control and commenced flight check of MIX localizer and its components.

0745 - Flight check completed. Facility performance found normal - no adjustments required.

And so to bed.

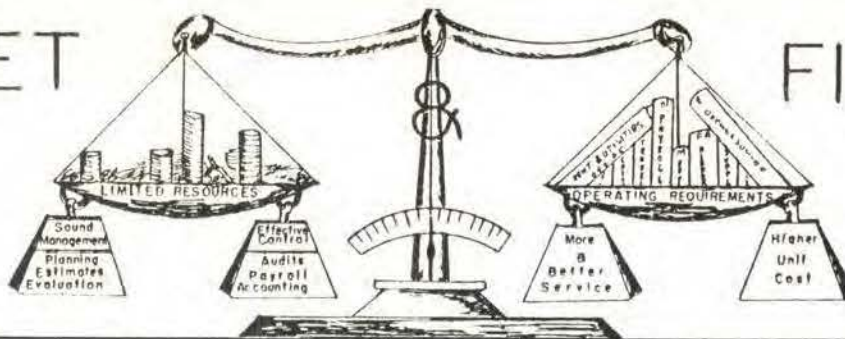
Editors note: FAA regulations require the immediate checking of navigational aids when an accident of this sort occurs. The above report is just one of many duties performed by FAA in circumstances such as this.

## OLDTIMERS TAKE NOTE

Our frozen friends from Region five sent us word recently that might be of real and restful interest to those of our organization contemplating retirement in the not-too-distant future.

Seems that there are many choices of places to do nothing and the editors of The Mukluk Telegraph, Region five's publication, suggest a way of gathering this information and making it available to those with such thoughts. Their suggestion is that the employees recreation club in each Region and larger facility establish a committee to assemble information of this kind and trade it among the other Regions, thus making a mass of such information available to all. It is suggested that the committee in each Region be made up of those closer to retirement who would naturally have a stronger interest. The information would be centralized in each region  
(Continued on page 28)

# BUDGET



# FINANCE

## YOU ALWAYS HAVE A CHECK COMING

WHY DOES FAA WITHHOLD THE FIRST TWO-WEEKS PAY? This is a question we are often asked. Actually the FAA DOES NOT WITHHOLD any salaries except income tax, retirement and other payroll deductions authorized by you in writing. It is true that a new employee does not receive his first pay check until he has been working from 3 to 4 weeks. However, this is not due to any withholding of his salary. Pay day, in the FAA, is 13 days after the close of the pay period in which the basic salary is earned. Therefore a new employee will receive his first check 13 days (on Friday) after the close of the pay period in which he entered on duty. For example: (a) if he enters on duty at the beginning of a pay period he will receive his first check on the fourth Friday after he began work; it will cover his first two weeks work; (b) if he enters on duty in the middle of a pay period, he will receive his first check on the third Friday after he began work; it will cover only his first weeks work. The 13 days between the end of the earning period and the date the check is received for that period are required to process the payroll and make the organizational distribution of the checks. Employees who terminate (quit) their employment with the FAA will receive one and sometimes more pay checks after they leave, depending on the date of their termination and whether or not they have premium pay coming. Premium pay (overtime, night differential and holiday pay) is normally paid two weeks later than regular pay or 27 days after the close of the pay period in which it is earned. This is

necessary because the payroll process must be started before the current Time and Attendance Reports are received in the Payroll Section.

## "BALLS!" CRIED THE UMPIRE OR HOW MANY UMP

Many of our employees have interesting and unusual outside activities. We think Kenny Boyce has a good one. In addition to his duties in our Payroll Section, Kenny is the Horsehide Hustler for the Kansas City Athletics. That is, he is the keeper of the baseballs. Kenny keeps the ('?/\*ç#) umpire supplied during all of the A's night games at home and many of the day games. Of course he misses a few of the day games because the payroll must go out. When he must be absent from the ball park, a substitute fills in for him. He is charged with two dozen new balls at the start of each game. The umpire certifies the number of balls used in the game and Kenny must turn in the rest, so you can see there are no souvenirs except for the fans in the stands. Kenny is recuperating from a recent operation and should be in good shape for the A's opening game. If you want to see him on the afternoon of April 10th he will probably be sitting on a stool just outside the A's dugout or dashing out to the plate umpire with both fists full of balls.

## GLAD TO SEE YOU

Mrs. Charlotte P. Spader is joining the staff of the Estimates Branch as a Budget Analyst. Charlotte has been the right arm of the Facilities Division Administrative Assistant. Best wishes to Charlotte and sympathy to Facilities.

We are very pleased to welcome Mr. Charles D. Woehrle who joined us on March 23 as a Project Auditor. Chuck comes to us from the Army Audit Agency where he was a Supervisory Auditor for about three years. In addition Mr. Woehrle has considerable and varied Public Accounting experience and has had about six years experience in Naval Aviation. During his tour with AAA Chuck spent about three and one half months on special assignment in Germany and Norway. He holds a Major's commission in the Reserve of the Marine Corps and holds several decorations and citations for combat achievement.

#### WHO'S PAYING WHO FOR WHAT

The checks received by vendors in payment of materials and services furnished to the FAA must be issued by the Treasury Department. These checks cannot be issued by or in the name of the FAA. This is often confusing to our vendors who receive a check bearing the name of the United States Treasury in bold letters. All checks in payment of our bills are issued and mailed by the Treasury Department and look very much like your payroll check. So you can understand the confusion of the vendors in identifying payments, especially if they receive Treasury checks in payment of bills from several Government agencies.

We try to avoid as much of this confusion as possible by showing identification information in the address section of the check. Immediately below the name and address of the payee, we show "FAA P.O. (number)". We also show the company's invoice number if it is available. Often-times this information is overlooked by the vendors. In the case of telephone and electric bills, a stub of the company's bill is sent along with the check so they can identify and apply the payments properly. We are limited as to the amount of information the Treasury Department

will let us put on a check.

We hope this bit of information will be helpful to you in furnishing information to vendors when they call about bills which they think have not been paid. In most cases you will find that the bill has been paid, but the vendor did not connect the receipt of a Treasury check with the payment of a bill due from the FAA. By calling their attention to the identifying information on the check, many of their questions can be resolved to everyone's satisfaction with less delay and correspondence.

#### BOUQUET

Here's a big bouquet to Mr. Don Lowrey, ATDS at Omaha. By memorandum to all personnel in his district, he has called attention to the most common errors found on travel vouchers sent to him for review and approval. As a result, these types of errors should occur less frequently and make his job easier as well as expedite the payment of vouchers to the travelers.



#### FACTS AND FIGURES

On page 15 you will find a new effort of ours. Here we have attempted to present factual information in a tabulated form as to our program accomplishments and goals. We plan to present such information on a quarterly basis in order that you may know how we are doing. If there are other items that you would like to see included in this "How goes it" summary let us know your wishes and we will be glad to comply - if the material is available and can be counted in this manner.



### EXTRA CURRICULAR DUTY of General Safety Inspectors

It has long been conceded that General Safety Inspectors are periodically called upon to perform duties and resolve matters that are a far cry from the scope of their technical specialties. These duties vary from acting in the capacity of nursemaid, father-confessor and family relations advisor. We quote the following letter to illustrate our point (names and places have been omitted for obvious reasons):

"I wish very much to talk to the CAA when they come into. . . . I have called in to the airport but I haven't yet been able to get to speak to the Airport Manager. I live. . . . which is 20 miles away. A bus does not go out that way so I find it hard to get there. If you will please notify me in writing which days you will be in. . . . I will get out there. I wish to speak to you about my husband. He has been running around for three years. I see he has a pilot's license. Does he get that by just standing around like he said he did. He bought a new car in March 1955. That car has never been home unless he came home to eat and sleep. When he went to work he took the old car and locked the new car and looked at the mileage on the speedometer and took the keys with him. When he was out with the new car he locked up the old car and took those keys with him. . . . It's come to the point where I have to talk with the CAA."

### VITAL STATISTICS

Bill Burton of GSDO17 was married January 24th in Rochester, N. Y. in spite of the deep snow and bad weather. Prior to Bill's departure, a "bridal" shower



Can you identify our Mystery Pilot?

was given in his honor by the ACSDO And GSDO personnel.

Grandpappy Covert announces the birth of ten Black Labrador grandpuppies on March 4, eight male and two female. The proud parents are Indemo Princess June and Stonegate's Dynamite. The mother is doing fine, but we can't say so much for the Grandpappy. See what this jet age does, even for the dogs!

### SUPERVISORS' CORNER

Prejudice is a great time saver; it enables one to form opinions without bothering to get the facts. (Dr. Sillcox) Give me the serenity to accept what cannot be changed.

Give me the courage to change what can be changed.

The wisdom to know one from the other. (Reinhold Niebuhr)



## ORIENTAL INFLUENCE INVADES DETROIT OFFICE

Should you, when next you visit our GSDO, observe the inspectors sitting cross-legged or eating with chop sticks, the secretaries bowing from the waist and running from desk to desk with short little, half-running steps, don't be alarmed! It's the exposure to the Japanese influence which has taken place within the last three weeks.

The Japanese influence was furnished by two gentlemen, Mitsuhiko Tsukatani and Tokuo Yoshida, who are Flight Instructors at the Civil Aviation College in Southern Japan. They have been observing the operation of an FAA GSDO and we have been observing them. Who profits the most in such an enterprise or program is a moot question. Their English was much better than our Japanese, and while they learned more English, we learned little Japanese. It was a worthwhile exposure for all concerned. Chop chop. See you later, Honorable Ones.

## Milton Schultz To Retire



Milt Schultz, Supervising Inspector of our GSDO at Lincoln, Nebraska will receive a medical retirement in May.

Milt began his aviation career back in 1926, receiving instruction from Tex Rankin in Portland, Oregon. Upon completion of his training he purchased a Swallow and flew it back to Lincoln. In 1927 he purchased an Arrow Six. He used both of these aircraft in extensive barnstorming activities throughout Nebraska and other parts of the middle-west. At night he stayed with the air-

craft, sleeping in a hammock. On one occasion he lost the prop on the Arrow in flight near Aurora, Nebraska.

In 1928 he went to work for Arrow Aircraft in Lincoln where he instructed, tested and sold aircraft. He conducted a good portion of the manufacturer's spin tests on the Arrow Sport. From 1931 until 1934 he again barnstormed and worked rebuilding aircraft in the Lincoln area.

In April 1937 Milt and his wife, Erma, moved to Naugatuck, Conn. where Milt worked for a Captain Cairns who was attempting to get an all-metal, low-wing, two-place airplane certificated. It was called the "Cairns" and was an open-cockpit type.

Milt joined the CAA in November, 1939, was in Washington for three months, then to Atlanta. His first field assignment was in Raleigh, N. C. In 1941 he transferred to Wichita and in January 1948 to Lincoln.

"He's the most considerate man I've ever worked with or for. That's a rare quality these days." This comment, made by one of his associates who has worked with Milt for ten years, is echoed by all who have had occasion to come into contact with him.

Milt, our many thanks for the past service you have rendered, and our sincere wishes for a good future.

In case you have not guessed, our Mystery Pilot is Milt Schultz in an Arrow Sport.

## FAA FLY-IN

Business and private pilots are invited to fly-in for a briefing of Federal Aviation Agency's National Aviation Facilities Experimental Center at Atlantic City, N. J. on the weekend of May 9. FAA will discuss plans and programs for modernization of U. S. aviation facilities. Arrangements for the fly-in are being directed by Robert Sanders, FAA Bureau of Research and Development general aviation consultant.

## DO YOU KNOW?

That reimbursement cannot be made for cash paid to a common carrier to cover only transportation charges for delivery of merchandise. However, regulations do permit reimbursement of cash expended for COD shipments including the cost of transportation.

That transportation charges only (other than local drayage) are not payable from Imprest or petty cash funds, or by use of the Standard Form 44-Field Purchase Order. A properly executed government bill of lading is required. If a shipment arrives before the bill of lading and the carrier will not release it, Standard Form 1107, Temporary Receipt, should be prepared to release the shipment (Reference-Regional Circular 6, par. 5b).

That Imprest cash funds have been established for the use of all personnel at -

Bismarck, North Dakota

W. H. Rova, SES

Chicago, Illinois

Nelson Locke, SES

Des Moines, Iowa

Charles M. Siever, SES

Fort Wayne, Indiana

J. W. Desjardens, SES

Grand Rapids, Michigan

Wm. A. Hawkins, SES

Indianapolis, Indiana

Frank A. Platner, SES

Inkster, Michigan

Jesse P. Reed, SES

Jamestown, North Dakota

Frank T. Stefonek, SES

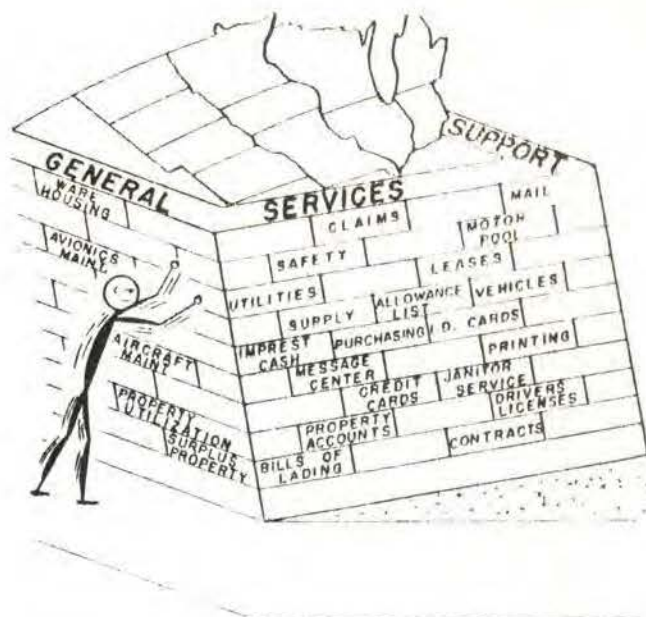
Kansas City, Mo. (R. O.)

Kenneth E. Ryan

Procurement Clerk

Milwaukee, Wisconsin

Dorothy R. Marek, Clk-Steno.



Minneapolis, Minnesota

Donald W. Updike, SES

Omaha, Nebraska

Larrene C. Kowal, Clk-Steno.

Rockford, Illinois

Donald P. Hilde, SES

South Bend, Indiana

Myrna L. Mesaros, Clk-Steno.

Springfield, Illinois

Catherine H. Marsh, Clk-Steno.

St. Louis, Missouri

John Weisert, III, Deputy D. S.

Wichita, Kansas

Betty J. Schulte, Clk-Steno.

Employees are urged to use the funds when making official purchases. (Reference-Regional Circular No. 11, Attachment P)

That charge accounts for official purchases in the name of FAA are permissible outside the Kansas City are provided (1) the amount is never allowed to exceed \$100, (2) it is settled once a month by cash if not over \$50, or SF-44, (3) the cash settlement receipt or Form 44 is supported by all charge tickets properly receipted and coded, and (4) an adequate record of items received is maintained pending monthly settlement.

That the most frequent cause for returning SF-44's to the issuing employee is his failure to acknowledge receipt of items purchased on the No. 3 (pink) copy. Payment cannot be made without this receipt.

## WHAT'S IN A NAME

Last issue we reported the return of Glen Kimsey to work after an extended illness. Glenn Hiltz (Aircraft Service Branch) is the latest to take an enforced "vacation" in the land of white walls and pretty nurses while recuperating from surgery undergone on March 14. Latest reports are that Glenn is doing exceptionally well. If the name "Glen(n)" signifies any pattern there should be no apprehension. There are only two in the Division.

## TALK - IT PAYS

On March 17, at the weekly FAA Toastmasters meeting, Herb Harris, Chief, Contract Section, was awarded the "Silver Cup" for his speech - "Farming". To have won the "Bronze Cup", not once but twice, was a prerequisite for participation in the event and Herb has done just that (he's made a total of three speeches to date and batted an even hundred). He represented the FAA Toastmasters in the Area Contest on March 21. P. S. Herb is not a farmer and we don't believe he even has a "green thumb".

## PARKING LOTS AND LOTS OF PARKING

While we are pleased to take bows upon the recent improvement in the south parking lot, we extend thanks for the entire Regional Office to Bill Lockhart, Trail Builder, Plant and Structures Section, for getting the job done. Many thanks, Bill.

## HELPFUL HINTS

Costs incurred in renting motor vehicles from GSA on a dispatch basis must be charged to the correct organization code. The current expansion of

FAA often makes it impossible to identify personnel who sign Trip Tickets, GSA Form 312, without a great deal of research. Please help us by showing your title, organization code or other identification on the trip ticket form so that correct charges may be made when the bill is received from GSA.

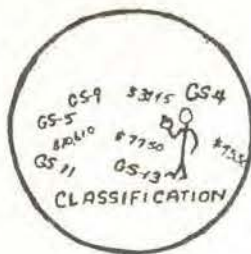
Do not release surplus property reported on Form CD-52, Report of Review of Property, to any other agency or individual until you have received specific instructions from the Property Management Branch. You will be kept informed regarding action being taken to dispose of property reported for disposition.



(ATC - continued from page 13)

Terminal Specialists, Lyle Underwood and Bill Woolf; Communications Specialist, Glenn Nash; Leroy Nedrow, Military Liaison Officer. Two fine young ladies constitute the secretarial staff; namely, Miss Edith "Breezy" Brenner, and Mrs. Patricia "Pat" McCormick. As time goes on, it is planned to give you thumbnail sketches of the background and experience of the various members of the staff so that you may get better acquainted with them.

In addition to the above personnel located in the Regional Office, the following FAA Air Defense Liaison Officers and their secretaries are stationed at the following ADC headquarters locations: Bob Knenlein and Mrs. Marion Murphy at CADF/20th Air Division, Grandview, Mo.; Ed Kierski and Mrs. Ernestine Kjelland at 31st Air Division, Minneapolis, Minn.; Jim Godsey and Mrs. Jeanette Rundell at 37th Air Division, Marison, Wisconsin; and Bob Reddick (Acting) and Mrs. Anna L. Rice at 30th Air Division, Detroit, Michigan. These people represent the FAA to the various Air Defense Command Units and, you might say, are working on our First Line of Defense.



## PERSONNEL HI-LITES

### SUGGESTION MONTH April 15 - May 15

Our goal this fiscal year is 375 employee suggestions. We received 175 suggestions through December 1958. We hope supervisors who enjoyed success in inspiring employees to develop suggestions will continue to assist and encourage their employees.

Our goal during this special drive is 100 employee suggestions. Every supervisor is a key man in this campaign. We believe the goal attainable if all supervisors will encourage their employees to submit their constructive ideas as suggestions.

Above all - supervisors are urged to aid employees in the development of their suggestions.

Remember - Prizes will be \$50, \$35 and \$25 for the three best suggestions received during the suggestion drive.

### FEDERAL SERVICE ENTRANCE EXAMINATIONS

In an effort to broaden our base for recruiting AOS applicants, we are using applicants who qualify under the Federal Service Entrance Examination. If you know of some applicant you would like for an AOS but he cannot qualify under the AOS announcement, perhaps he can under the FSEE. Interested applicants should file Form 5001 AB with the Director, United States Civil Service Commission, New Federal Building, St. Louis, Missouri, by April 23, 1959.

### EXAMINATION PROGRESS

Part of the examining procedure under C. S. Announcement No. 169B "Flight Operations and Airworthiness Inspector,

Airways Flight Inspector" includes an oral interview of applicants. We are now setting up panels to conduct these interviews. Panel teams will be set up in Kansas City, Mo., St. Louis, Mo., Detroit, Mich., Chicago, Ill., and Minneapolis, Minn. All employees who are now on TAPER will be interviewed as well as other applicants. You will be advised further as the plan progresses.

### HELP!!!!

We are having a problem in locating acceptable stenographers in the Chicago area. If any of you know of stenographers whom you would employ and who are not now working for the Federal government, encourage them to take the C. S. examination for stenographers. In this way you will be helping us and yourself in making available good quality applicants for vacancies that may occur.

We are also having difficulty in locating laborers in Sidney, Nebr., Bismarck, N. D., and Goodland, Kansas. Applicants for positions in the Sidney area should contact the C. S. Board of Examiners, Sioux Ordinance Depot, Sidney, Nebr. Applicants in Bismarck should contact the Civil Service Board of Examiners, V. A. Hospital, Minot, N. D. Applicants in the Goodland, Kansas area should see the C. S. representative at the Goodland Post Office with the idea of applying to the Ninth C. S. Region, St. Louis, Mo.

### DESIGNATION OF BENEFICIARY FOR RETIREMENT FUND

Annually we are to remind all the employees of their privilege and obligation under the Civil Service retirement system to name the beneficiary to receive

payment of the lump sum death benefit. All of you should review that part of Civil Service Pamphlet No. 18 "Your Retirement System" regarding designation of a beneficiary. The pamphlet shows the order of precedence of payment of the lump sum death benefit. If this is not as you wish you have the privilege of designating the order of payment. Standard Form No. 2808 "Designation of Beneficiary" should be filed if you wish to change the order of precedence. It is a good idea for all the employees to be sure that their families know of their rights as beneficiaries of Federal employees. Take the time to review C. S. C. Pamphlet No. 18 with your family. Then, after you have finished, file the pamphlet with the family "important papers".

#### WAGE ADMINISTRATION

The Wage Administration Branch is preparing for the implementation of the new Air Traffic Control Standards and has accomplished the necessary reviews, printing, listing and other clerical aspects of the project that can be done pending final instructions from the Washington Office. Bert Perina, the Classifier in charge of ATC is working very closely with KC-500 and Les Putnam in particular to assure a satisfactory conclusion of the long drawn-out program. A word of appreciation is in order for the cooperation of ATC field personnel who have been participants in the project.

The first phase of the new standards project for Flopair positions is largely completed and the next phase will depend on action by W-90. A few more job descriptions remain for submission to the Washington Office but the bulk of the initial job was done within very close time limits with the excellent cooperation received from Aviation Safety Divisions and their field office personnel. This project was also handled by Bert Perina, the Regional Classifier for Flopair.

The present plans call for additional staffing in KC-92 to provide better classification assistance for the Region and the resumption of a regular program of position surveys thereby reducing the number of individual position actions and providing for a better and more orderly Regional Classification and Wage Administration program.

In spite of the workload imposed on the Personnel Division by the expansion and organizational changes we have kept up with the legal and procedural requirements of classification but we must constantly remind ourselves at all levels of operation that sound classification is both a legal requirement and a necessary tool for good management if continued efficiency and economy is the goal.

#### INCENTIVE AWARDS

The following employees have received cash awards for suggestions:

##### Airspace Utilization Office

Suggester: Elizabeth Walker - Subject: Presentation of Proposed Changes in Airways Control Zones, etc., to Washington Airspace Division. Tied for Third Place in two-month nation wide Suggestion Drive. \$50 cash award.

##### Air Traffic Control Division

Suggester: Gary A. Kolko - Subject: Improper and/or Incomplete Filing of Plans (IFR). \$50 cash award.

Suggester: Gordon C. Hayman - Subject: Telephone Handsets Replacement in FAA Facilities from Type F3 to Type G3. \$25 cash award.

##### Air Navigation Facilities Division

Suggester: Kermit B. Karns - Subject: Ball Bearing Lubrication. \$25 cash award.

##### Air Carrier Safety Division

Suggester: Martha E. Beall - Subject: Airman Files. \$25 cash award.

The following Sustained Superior Performance Awards have been made: Air Carrier Safety Division - Thomas A. Peterec, \$240. Air Traffic Control Division - Melvin T. Garbe, \$150.

# REGIONAL ROUND-UP

## People, Places, and Things



Elizabeth Walker receives award from Leonard W. Jurden as Junior Skolaut looks on.

Proving that one real good suggestion is just as useful as 4 regular ones, Elizabeth Walker, Secretary, Airspace has grossed the grand total of 375 bucks American money (less taxes) in 4 awards for the same suggestion.

For suggesting a better method of presentation of proposed changes in airways, control zones, etc. to the Washington Airspace Division, Elizabeth Walker was first awarded \$100.00 by the Region 3 local committee. She was then awarded an additional \$75.00 as winner in the Regional Contest. Her suggestion was adopted nation-wide, which brought in \$150.00 more, and finally, Miss Walker took third place in the National Suggestion Contest for an additional \$50.00.

Besides the intrinsic value attached this is indeed an honor to receive so many awards for one suggestion. Congratulations, Elizabeth Walker!



Photo shows Commander John Sahaida (center), Executive Officer of Naval Air Reserve Transport Squadron 884, Olathe NAS, receiving commendation and congratulations from his Commanding Officer, Commander Julian W. Rymer, (right) while Commander W. Lloyd Lane (left), Squadron Administrative Officer and FAA Regional Attorney looks on.

Commander Sahaida received the commendation issued by the Commander of U. S. Navy Air Forces, U. S. Atlantic Fleet, for meritorious performance in furthering the high level of Aviation Safety achieved by the Air Transport Squadron 22 to which Commander Sahaida was attached during active duty with the Navy 1956-57.

Now in civilian life, Commander Sahaida is a Civil Aeronautics Board Safety Inspector, headquartered in Kansas City and covering a large part of the FAA Regions 2 and 3. As such he has participated prominently in the

investigation of major airline accidents throughout the United States, and two Navy Military Air Transport Service accidents involving two super G Constellations.

Commander Lane, in civilian life, is FAA Regional Attorney in Kansas City. As members of the Naval Reserve Sahaida and Lane are attached to VR 884 at Olathe Naval Air Station. Their training involves duty one weekend a month and an annual training period of two weeks which, in successive years, has taken the squadron to Naval Air Stations at Brunswick, Maine, Jacksonville, Florida, and Oakland, California, and over-water training flights to Bermuda, Puerto Rico, and Hawaii.




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("Old Timers" continued from page 18)

and prospective retirees could get copies by correspondence.

Information would be needed on a few major items of living in any given community. The Department of Labor Cost of Living figures, kept current, would be adequate for that part of the story. Climate facts are available for most any place. In addition, the following would be helpful: population; accessibility of nearby city with cultural features; cost of building or buying a two-bedroom house of moderate quality; recreational facilities; general character of the locality, economic, political and social; and taxes, such as state income, sales gasoline, etc. Interested FAA employees could work out a proper form.

"We hear a lot about good places for retired persons to live," Robert Mabney President of the Civil Air Club of the Fifth Region, said recently. "We read magazine stories on Ireland, Majorca, retiring to Florida on \$2,000 a year - but they have facts on only one place. How do we compare and make a sensible choice? Those who are interested

## PAY UP AND KEEP HEALTHY

Employees who are under Blue Cross & Blue Shield must forward their payments to the following Division Representatives by March 15, June 15, Sept. 15 and Dec. 15 of each year.

Air Traffic Control Division - KC-500	
Gertrude Connet	
Air Navigation Facilities - KC-601	
Elizabeth Arnold	
Airports Division - KC-400	
Helen Metsger	
General Safety Division - KC-250	
Helen Leighow	
Air Carrier Safety Division - KC-220	
Martha Baese	
Aircraft Engineering - KC-235	
Georgia Dale	
Budget & Finance - KC-70	
Elsie Seymour	
General Services - KC-100	
Lola Wade	

Employees covered by Business Men's Assurance Company hospitalization must forward their payments to Miss Alice Knubel, KC-97, by Feb. 15, May 15, Aug. 15 and Nov. 15.

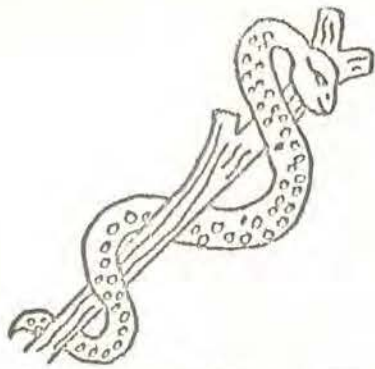
Due to the heavy workload, representatives are unable to remind each employee when the payment is due. Please have your payments mailed so the representatives will receive them by the dates shown above as there is a possibility of the insurance being dropped.

. . . .

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personally and getting ready to plan retirement want the facts, and the employees' clubs seem to be the logical agency to help them. We are willing to help, here in the Fifth."

Here's a chance for us to expound on the virtues of our favorite retiring spot. The Fifth Region is asking each of the regions what they think of the plan. What do we in Region 3 think?



# MEDICAL MEMOS

## REGIONAL MEDICAL OFFICE

### SPECIAL NOTICE TO ALL AIRMEN POSSESSING WAIVERS

It has come to the attention of the Regional Medical Office, a countless number of times, that the statement concerning possession of a waiver has not been noted on the reports of medical examinations. This fact has delayed many airmen in receiving proper certification, and has necessitated much correspondence and the needless issuance of authorizations for various medical tests.

Please, in the future, whenever you appear for a medical examination for pilot certification, INSIST that the examining physician make note of the fact that you possess a waiver by recording on the medical report the date of issue, by whom issued and the defect for which the waiver was issued.

### FEDERAL WORKERS MAY SEEK INSURANCE COVERAGE

So states the article "News From Washington" contained in a recent Medical Science magazine. In 1959 the American Federation of Government Employees plus other union groups will probably push strongly for medical care insurance for approximately 5,000,000 federal employees and their dependents.

The AFGE's proposal will probably be that the federal government assume the full premium for coverage of major medical expenses and possibly 50% of the cost of basic health insurance which would include hospitalization benefits. At the present moment, no one seems very certain whether or not the Administration will sponsor such a bill.

However, considering reactions, in-

cluding President Eisenhower's comments, following the election of November 4, it would not be surprising if the proposal of the AFGE received support.

This article has created considerable interest, and we shall endeavor to follow any developments and report them.

### DID YOU KNOW?

Tuberculosis is still present! A sobering statement is the assertion that one of every three residents in the United States harbors tuberculosis germs. Given the right conditions, these bacilli can produce active tuberculosis. Fourteen thousand people died in 1957 in the United States from this disease. The tuberculin test, roentgenograms, BCG vaccine, chemo-therapy, and surgery are helpful tools for controlling the disease and its complications, but it still is a long-term illness.

Frog in the throat! A pesky affliction which stalks those who fear it, thrives on anxiety, and strikes at the most inopportune times - when one must speak especially before an audience. WHAT IS ITS NAME? The word is sphagecolia, a derivative of the Greek sphage (throat) and kolla (glue); i. e., "glue in the throat". The condition itself, especially the abnormal tendency to develop "frogs", is sphagecollosis.

Purely Personal: Ruth Hawman Toole, Dr. McMillin's Secretary, has resigned to stay home and take care of her son, Larry, who arrived in January.

# PERSONAL INJURIES

## What Goes On Here



No, this unlucky fellow isn't one of our employees and this is one accident that didn't happen here. But just to let you know what does happen - accidentally - in Region Three, we list below some of the accidents that FAA employees reported during the past year:

1. Employee reports: "As I was lighting my cigarette, the book of matches I held in my hand ignited, causing burns on my left thumb and forefinger." (This is really easy to do if you don't use a little care.)
2. Employee reports: "I was trimming a letter with a paper cutter. I placed my finger too close to the edge of the paper and cut my finger." (You could cut it off, if you're not careful.)
3. Employee reports: "I accidentally punctured the palm of my hand with a sharp pencil point." (This is an incident that happens much too frequently.)
4. While this employee was working his position in a Center, a second party stretched his coiled headset cord to the point where the plug released from the plug jack. The coiled cord retracted violently striking another employee in the eye. (This could put somebody's eyes out.)
5. This employee reports: "I fell over an empty 5-gallon water jug, which had been used as a door stop for the equipment room door. The door had been pushed closed leaving the jug just inside of the equipment room. I opened the door and started into the equipment room. I tripped over the jug in the doorway and fell in the broken glass." (This employee was off 5 days getting his cuts patched up. Have you got a booby trap like this around your work place?)
6. This employee reports: "While working weather circuit, seated in a swivel chair, I turned to operate the printer. I took hold of the mounting table and pulled myself into position. In so doing, I lifted my feet and bumped the left side of my left knee on the switchbox located under the mounting table." (This employee lost 4 days.)