

# FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3

N36

FAA

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Leonard W. Jurden -  
Regional Administrator  
Marshall C. Benedict -  
Editor  
Mildred Sylvester -  
Ass't. Editor

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Legal - Pat Latchford  
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**FROM OUR REGIONAL ADMINISTRATOR**

Greetings to each and every one of you; in fact, to all 5000 of you. It has been a long time since this Region has had a paper of this nature and since I have had an opportunity of addressing each of you. Most of you are aware our numbers have been increasing very rapidly in the last year or two and there are now more than 5000 of us in these eleven midwestern states.

5000 people spread over one-fourth of the United States is a large group in a large territory to be knit together as a unit. Most of our older employees with the organization I am sure consider the FAA, as successor to CAA, a close knit family. We hope that our newer employees will share this feeling which must be based on a certain amount of knowledge of the organization, its history, and its people. It is the purpose of this paper to further this understanding.

With the introduction of this first issue of FLIGHT LINES we will report to you monthly on the items of most interest and the doings of your fellow-workers.

Each of our basic Programs will report those newsworthy items concerned with its functions. FLIGHT LINES is not meant to replace any memoranda or directives concerned with official business but rather to highlight interesting activities concerned with our people.

As we continue to grow in size within the new organization of the FAA it will be increasingly important to maintain our internal communications and to maintain the feeling that each of us is performing an important and vital part of our mission.

Each of the Program areas has designated a reporter whose responsibility it is to organize the material for his division. If this paper is to be truly representative of our Region it must report on happenings in the field from stations large and small. The success of FLIGHT LINES will largely be governed by the response and aid given your reporters.





# FEDERAL AVIATION AGENCY IS FORMALLY LAUNCHED

The Federal Aviation Act of 1958 (Public Law 726, 85th Congress) which established the Federal Aviation Agency became law August 23, 1958, one year ahead of the deadline established by Congress. Considered the most important aviation legislation ever passed it created a single new, independent aviation agency to support the common needs of both civil and military aviation in the United States. Under the Act the Administrator of the FAA is given broad powers to promote both civil and military aviation in both the United States and abroad. The Act replaces and repeals the Air Commerce Act of 1926, the Civil Aeronautics Act of 1938 and the Airways Modernization Act of 1957.

E. R. Quesada heads the new Agency as Administrator, a post in which he has been serving since November 1, 1958. James T. Pyle, Administrator of Civil Aeronautics, is Deputy Administrator of the Federal Aviation Agency.

The Federal Aviation Agency embraces the activities of the Civil Aeronautics Administration, the Airways Modernization Board and the Air Coordinating Committee. The FAA assumes total responsibilities for air safety standards, rules and regulations which were formerly a function of the Civil Aeronautics Board.

To meet the problems of the jet age the Federal Aviation Agency is assigned the following prime functions:

1. The regulation of air commerce so as to promote its development, safety and requirements in national defense.
2. Control of navigable airspace and the regulation of civil and military operations in the interest of safety and efficiency.
3. Development and operation of a common system of air traffic control



ELWOOD R. QUESADA  
Administrator

and navigation, for both civilian and military aircraft.

4. Development of a wartime plan for FAA operations.

5. Prescribing the minimum standards of design, materials, and workmanship for aircraft and other elements of aviation.

The Act also provides for appropriate participation by FAA officials in the investigation of aircraft accidents while final responsibility for such investigations remains with the Civil Aeronautics Board.

In the interests of national defense the Act provides for the military services to take an active part in the operation of the FAA. To this end, 36 officers of the armed forces (18 Air Force,





Bill Davis presents Jimmy Pyle with "Memory Book" from CAA employees

As the curtain came down on the CAA, Administrator James Pyle was presented with a "This is your Life" type book depicting his experience with the organization. Signatures from as many employees as possible had been forwarded from all regions of the CAA to be included in the pictorial presentation.

Mr. Pyle responded with the following letter to all employees:  
Dear Friends:

I am afraid words are rather inadequate to express to all of you how humbly grateful I am for the gift that was presented to me Xmas eve-gift in which all of you had a part. There is nothing that any of you could have done that could have meant more to me than this record of my association with all of you so appropriately accompanied by thousands of your signatures.

I feel I owe you all a manifold debt of gratitude - for your thoughtfulness as expressed in your gift, for the support you have given me unfailingly, and for the privilege of being associated with you in one of the grandest agencies of

our government - a privilege I count myself fortunate in being able to continue in the bright future I see for all of us in the FAA.

Many thanks, and a very happy New Year to you all.

*Jimmy Pyle*



(FAA Story continued)

12 Navy, 6 Army) reported January 1, 1959, for assignments in various technical branches. These officers were not selected to represent the individual services, but on the basis of qualifications in order that the FAA might benefit from their knowledge and experience.

Under the Act, unprecedented authority is vested in the Administrator's office. Decisions affecting the apportionment of airspace between military and civil airspace users; the alignment and routing of Federal Airways to accommodate all classes of aircraft; the strengthening of the air traffic control system are his to make. Federal funds may not be spent to build, alter, or operate any airport or any air navigation facility located at an airport without his approval. No military airport, landing area, missile or rocket site can be established, or runway layouts substantially changed, unless advance notice is given and approval received from the Administrator.

Transfer of 27,771 CAA employees to the FAA was one of the largest civil personnel shifts ever to be made in Government. In contrast, 24 employees of the Civil Aeronautics Board and 351 of the Airways Modernization Board moved to FAA.

The FAA is expected to total about 28,000 at the outset of its operations. Of this total, 135 will be military personnel assigned to the agency from the different branches of the Department of Defense.





## AIR CARRIER SAFETY DIVISION

This ever expanding aviation business requires that our own organization keep abreast of current developments and provide essential aviation services. One result of this has been an increase in new personnel in many areas of activity. To these, primarily, we'd like to give some scoop on Air Carrier Safety, which is one of the Divisions under the Office of Flight Operations and Airworthiness.

Our primary function is to administer the Civil Air Regulations in regard to Safety. We are mainly concerned with three basic requirements for safe flight: safe aircraft, safe airmen and safe procedures. Air Carrier is concerned with large aircraft—over 12,500 pounds gross weight, and this category includes everything from a DC-3 to a Boeing 707 Turbojet or a Lockheed Electra Prop-jet, and the airlines operating such aircraft. Helicopters operated by scheduled airlines are also a concern of Air Carrier Safety. Each Region has primary responsibility for the airlines based in that Region; the airlines based in Region Three: Trans World Airlines, Northwest Airlines, North Central Airlines, Ozark Air Lines, Lake Central Airlines and Chicago Helicopter Airways. We also have two airlines which operate large aircraft on irregular schedules: Zantop Air Transport and Purdue Aeronautics Corporation.

To establish and maintain a high level of safety there are Civil Air Regulations governing the operations, dispatch and maintenance of large airline aircraft. These regulations are administered by the Air Carrier Safety Division. Similarly, there are Civil Air Regulations which specify the requirements for the various types and grades of Airman Certificates. In this connection "Airman" means not only pilots but also

Flight Engineers, Navigators and Flight Radio Operators who fly in airplanes. In addition, there are Dispatchers, Control Tower Operators and Aircraft Mechanics who are not necessarily fliers. Civil Air Regulations specify the amount and kind of training and experience which all these airmen must have for each class of certificate. For all these airmen who are serving the airlines, the Air Carrier Safety Division administers the regulations.

The field representatives of our Division are located in District Offices at Chicago, Indianapolis, Detroit, Kansas City, Minneapolis, and St. Louis; they are known as Air Carrier Inspectors and are of three specialties. There are Operations Inspectors who are experienced pilots and are concerned with the safety of airline operation, the procedures used, the cockpit coordination, the competence of pilots and such matters. Today's large aircraft are enormously complicated so we have Maintenance Inspectors who can cope with the procedures necessary to maintain a high level of reliability of aircraft airframes, engines, and components. Similarly, we have Electronics Inspectors who perform the same functions for the aircraft's electrical systems and the electronics systems used in automatic flight, navigation and communications. Another responsibility of Air Carrier Safety Division is prescribing the procedures to be used in accomplishing approaches to airports, enroute altitudes and departures. These procedures, minimum enroute and terminal altitudes must be safe, efficient and usable in all types of weather and visibility; consequently, this phase of the work is of particular importance to the aviation public.

Our Division also investigates acci-



dents and incidents involving air carrier aircraft to assist in analyzing the cause and determine corrective action which will prevent a recurrence.

#### MINNEAPOLIS ACSDO 34

North Central Airlines accepted delivery of a CV-340 aircraft from Continental Air Lines on January 9, 1959. This is the first of five CV-340 aircraft from Continental with future deliveries to continue until April 10, 1959. North Central Airlines thus becomes the first feeder airline in Region 3 to add more modern aircraft to their DC-3 fleet.

#### KANSAS CITY ACSDO 33

TWA's first Boeing 707-131 aircraft was delivered to Kansas City on January 29, 1959 and crew training was started the following day. This first aircraft will be used for flight crew and ground maintenance personnel training. Scheduled 707 jet operation will begin this Spring with non-stop service between New York and San Francisco.

#### CHICAGO ACSDO 31

Colonel Soontorn Sundarakul of Bangkok Thailand, visited the Chicago Air Carrier District Office for two weeks in January. He was shown most of the major carriers' activities in the area with particular emphasis on the maintenance and overhaul activities engaged in by American Airlines, Chicago Helicopter Airways and United Air Lines. Colonel Sundarakul indicated that this information would be of considerable benefit in his capacity as Director of Maintenance of Thailand Airways upon completion of his visit.

FRONTIER AIRLINES commences service into Kansas City March 1st with flights to Denver via the cities of St. Joseph, Beatrice, Lincoln, Omaha, Hastings, Kearney, McCook, Imperial and Sterling.

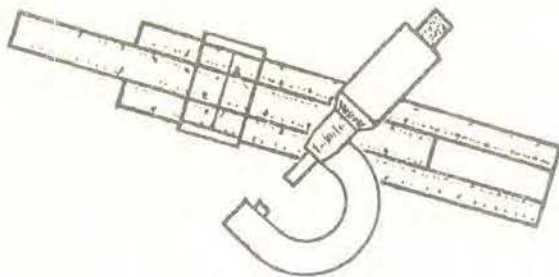
ACSDO 3-35, St. Louis, has been enjoying its new, well-lighted, clean and sumptuously appointed offices in Young Aviation's new hangar. Since the move added several miles to the daily trek to and from work for those living north of Lambert Field, a car pool was formed to ease the wear and tear on old betsey. For two of the male members of the pool, Supervising Inspector Rees and EE Inspector Crouse, the plan backfired. Their respective wives, taking advantage of the available transportation, have added more miles during the times the cars have been left home than if they had been taken to work.

During a recent ice storm, the two feminine members of the St. Louis staff were grounded. Thelma Taylor, because her car was at the bottom of an ice glazed driveway, and Mary Jo Migliaccio, recently from Las Vegas, Nevada, who had never negotiated ice (at least, not on the ground). Neither snow nor ice nor slick tires deterred our men from their appointed rounds, of course.

Speaking of weather, the humdrum existence of personnel stationed here was broken temporarily by a tornado which hit St. Louis February 9. Fortunately, the only casualty sustained by ACSDO 35 was a garbage can lid belonging to M. X. Crouse.

We are very much disappointed with the recent visit of Supervising Inspector Rees and his right hand man, Ed Benben, to Hagerstown, Maryland. True, they accomplished their major purpose which was to attend the jet training school, but in spite of the fact that Hagerstown is within spitting distance of Washington, D. C., they did not return with even one, good hot rumor from the town on the Potomac. For all the good it did us, they might as well have enroute to New Orleans for the Mardi Gras. Now that they are back, things have returned to normal, i.e., noses are to the grindstone, shoulders to the wheel,





# AIRCRAFT ENGINEERING

Have you wondered what that group located on the southwest corner of the regional office building do to keep busy? For this first issue of the regional news-magazine we would like to describe the duties and breakdown of Aircraft Engineering Division. Basically, we are responsible for all regional activity pertaining to the issuance of type certificates for aircraft, aircraft engines and equipment. All production certificates, approved production inspection systems and original airworthiness certificates are also the responsibility of the division. Special projects assigned by higher authority are, of course additional responsibilities. These duties are carried out by four branches. Airframe & Equipment Branch is concerned with the structural strength, detail design, aircraft systems, instruments, radio, and other equipment. Power Plant Branch handles all matters concerning the aircraft engines themselves, the power plant installations in aircraft, and all power plant components which affect propulsion. Propeller type certificates are not handled by the region but are handled in the Washington office, although we are basically responsible for the propeller/engine and propeller/engine/airplane vibration approvals. These vibration approvals are currently handled in coordination with Washington where necessary. Flight Test Branch is responsible for compliance with the aircraft performance requirements, all the flight and handling requirements and the operating limitations, including the airplane flight manuals. They also are responsible for production flight testing. Manufacturing Branch is responsible for the conduct of inspections of aircraft, aircraft engines, and other aircraft products to

determine conformity and compliance with the type and production certificates. They issue or are responsible for the issuance of all original airworthiness certificates. Personnel of our three engineering branches are all stationed in the regional office. Manufacturing Branch has its headquarters in the regional office but also has three district offices. AEDO #41 is located in the Continental Motors engine plant at Muskegon, Michigan and is responsible for all activities of the branch in Michigan, Wisconsin, Minnesota, and northern Illinois. AEDO #42 is located in the Allison Plant #5 at Indianapolis and is responsible for activities in Indiana, southern Illinois, and eastern Missouri. AEDO #43 is now located at the Municipal Airport in Wichita, Kansas and is responsible for activities in Kansas and Nebraska. Activities in Iowa and western Missouri are handled by the regional office.

Some of the more active manufacturers in the region include Beech Aircraft Corporation and Cessna Aircraft Company, both located at Wichita. To-



Beech L-23F seen on experimental flight. F A A New Type Certificate has recently been accomplished on this twin-engine 7 passenger plane ordered by U.S. Army.



gether these two companies produce each year more than half of all aircraft built in the United States. Cessna also has a helicopter division and Beech produces propellers. Champion Aircraft Corporation in Osceola, Wisconsin produces the Aeronca Champion and Downer Aircraft Industries in Alexandria, Minnesota (formerly known as Northern Aircraft) produces the Bellanca Cruisair. Other aircraft companies include Meyers Aircraft Company in Tecumseh, Michigan; Mid-States Manufacturing Division of Helio Aircraft Corporation in Pittsburg, Kansas; and Trecker Aircraft Corporation in Milwaukee. In the aircraft engine field Continental Motors in Muskegon, Michigan produces various powered engines for personal and business aircraft and is the largest producer of such engines in the nation. Allison Division of General Motors in Indianapolis is producing the prop-jet engine that is installed in the Lockheed Model 188 Electra airplane that has just begun scheduled airline service. Continental Aviation and Engine Corporation, which is a division of Continental Motors, is located in Detroit and Toledo and produces the CJ69-920 engine. This is only a partial list of some of the more active type and production manufacturers in the region.

We have just completed a new type certification project for Beech Aircraft Corporation which is an off-the-shelf purchase by the Army to civil requirements of the L-23F airplane. A picture of this model is shown. This is a twin-engine, 7-passenger aircraft using supercharged Lycoming engines of 340 horsepower and with a rear entrance way aft of the wing. Beech has not made a decision regarding commercial production of this model.

The first flight of the McDonnell Aircraft Company Model 119A was made on January 11. This aircraft is a small 4-jet, 8-12 passenger aircraft which is designed to a military specification as a trainer and utility aircraft. This airplane has definite possibilities as a

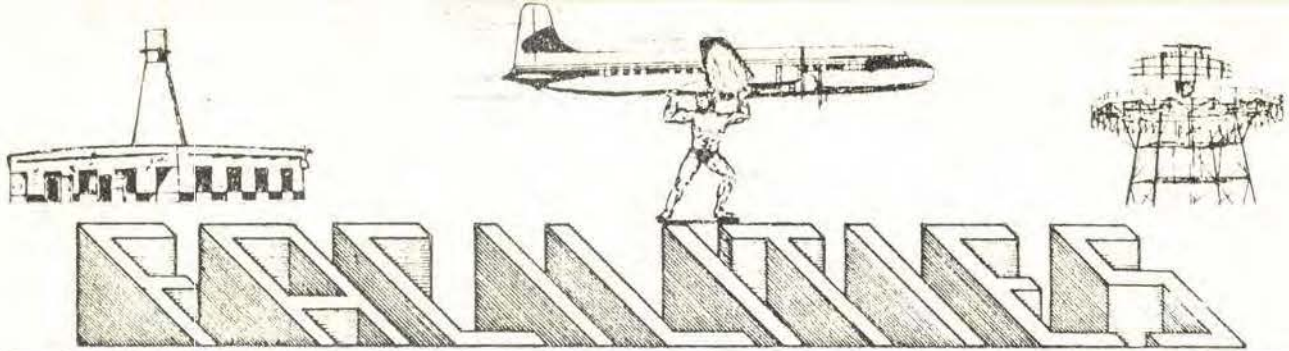
commercial executive transport and is in direct competition with the Lockheed Jetstar. The four engines are mounted in individual pods under the wing, which is swept back at 35° and is mounted low on the fuselage. A picture of this model is not available at this printing and will be included in another issue. This aircraft is currently flying with derated Westinghouse J34 engines until the P&W JT12 engines are made available this fall.

Downer Aircraft Industries in Alexandria, Minnesota is actively pursuing certification of a new model of a Bellanca Cruisair, which will be known as the Bellanca 260. This is a 4-place aircraft with a 260 HP Continental fuel injection engine and its new features will incorporate a retractable nose wheel and fiberglass covering of the whole airplane. This aircraft is expected to be in production within the next month.

We are proud of the fact that Bob Faith from our Flight Test Branch has been selected as one of two Management Interns in the regional office. He is currently on detail to KC-1 for a five-month period during which he will learn management practices and come back to the division better prepared for the future development of himself and FAA.

The Division has three new employees. Woodford Boyce, Airframe & Equipment Branch, has just graduated from the University of Kansas. Manufacturing Branch has acquired Jim Cecil, who is stationed in the regional office as assistant to Walter O'Toole. Mr. Cecil was formerly with Beech Aircraft Corporation in Wichita as Staff Assistant, Quality Control Department. Joe Macha, whom many of you may remember when he was employed by CAA prior to 1953, has rejoined the FAA as a Manufacturing Inspector in AEDO #41 Muskegon. Since leaving the CAA, Joe ran his own business and was employed by Boeing Aircraft Company for a period of time.





The Air Navigation Facilities Division is responsible for establishing and maintaining all Government owned air navigation facilities, including Airways Beacons, Intermediate Fields, Low Frequency Radio Ranges, Very High Frequency Radio Ranges, Distance Measuring Equipment, High Frequency Approach Lighting, Instrument Landing Systems, TACAN, Radar, Air/Ground Communications Equipment and all types of traffic control devices installed at Air Traffic Control Towers, Centers and Stations.

Development of new and improved types of aids to air navigation is a continuing process and the installation of computers, different types of radar equipment and automatic devices of various kinds is in the offing to improve control of the increased air traffic and the high speed aircraft of today, to facilitate such flights and increase the safety of air travel.

For fiscal year 1959, more than \$17,500,000 were allotted to the Facilities Division of this Region alone for the establishment, operation and maintenance of air navigation facilities.

#### OUR THUMBNAIL SKETCH

The Chief of the Facilities Division of the FAA in this Region has the responsibility for directing and administering the Facilities program involving some 1300 personnel scattered throughout the Region. The assignments for work performance is divided among five Branches.

The Program Engineering Branch is responsible for coordinating and determining both present and future requirements and plans for facilities, obtaining and submitting budgetary estimates for establishment projects, and coordinating the assignment and scheduling of project work.

The Plant Engineering Branch is responsible for performing reconnaissance and site surveys and the civil, electrical and mechanical engineering work, including the construction of buildings and structures incident to establishing or modernizing facilities.

The Electronics Engineering Branch is charged with performing the electronics engineering functions, including site testing, and the installation of facility electronic equipment.

The Flight Inspection Branch checks all visual and electronic facilities from the air to insure that they are ready for commissioning and checks them periodically thereafter to assure that they remain within established tolerances.

The Maintenance Engineering Branch is responsible for maintaining continuous operation of all facilities after they are commissioned.

#### LINCOLN ATFO

ATFO 51 has been growing by leaps and bounds lately just like most other stations. At present we have the responsibility for 24-hour maintenance work on VOR's, (one with a TACAN operating on Test Basis and the other to go on Test Basis soon), a low frequency loop range, the ILS on the Lincoln SAC Air Base along with the civil frequencies used by the Air Base tower, a Peripheral Air-Ground site at Marysville, Kansas, and the ATCS at Lincoln. They also have other things in mind for us such as Micro-wave relay stations so there is always something new.

The office and shop are located at the Union airport just northeast of Lincoln and our facilities are from 12 to 90 miles away.

In addition to SES, Alvin M. Christiansen, there are 7 in the regular maintenance crew. Our Electro-Mechanic



Technician is now in school at the Aeronautical Center at Oklahoma City learning how to keep 'em going. Three of the others are slated for school soon so we don't expect to have a full crew here for some time.

## Credit Union

FAA employees throughout Region Three are taking advantage of the services offered by the Kansas City NFFE Credit Union. Established to serve Federal employees, the credit union both lends money and helps us save.

FAA employees throughout the region may avail themselves of these services and for the convenience of those in the Regional Office, the credit union representative Mrs. Elizabeth Frederick is in the R. O. the first Tuesday after payday.

Besides offering a low interest rate on loans, there is the added benefit of loan protection, without additional cost, providing insurance coverage on loans up to ten thousand dollars in the event of death of the borrower. If you need money for that new car, more furniture appliances or such necessities check with your credit union for those low rates.

The K. C. NFFE Credit Union is ten years old, has over 6000 members with a total of \$2,254,070 in shares and \$2100,546 in loans to members. Some 345 FAA members are included in these totals owning shares totaling \$214,262.85 and with 166 loans outstanding, totaling \$62,070.73.

Mr. Dale H. Fearn, who has been Chief of the Aviation Section of Missouri Division of Resources & Development at Jefferson City, Missouri, for seven years, has resigned to accept the position of airport manager of Lindbergh Field, San Diego, California. At this time, no replacement for Mr. Fearn has been announced.



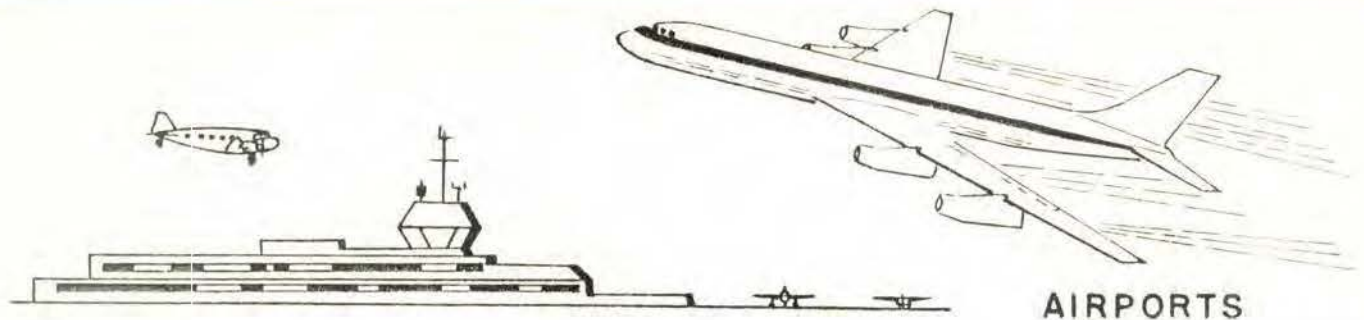
You've heard of it? Here it is! The first Doppler VOR in this Region has just been installed at Reynolds Field, Jackson, Michigan.

A standard VORTAC building has a counterpoise (roof to you) that is 52 feet in diameter with a 16 foot high plastic antenna in the center. The Doppler VORTAC is a modification of the standard VORTAC made by adding 50 individual antennas around the periphery of the standard counterpoise and adding wire mesh over a structural steel frame to increase the counterpoise diameter to 150 feet. The principle behind this type VOR is the same as a train blowing a whistle - the pitch of the whistle is higher when the train is approaching and gets lower as the train goes away.

## DEEP STUFF

Francis Rickman and John Dunnivant of the Nav/Aids Engineering Section recently made a trip to Pellston, Mich. for site testing of a VORTAC location. They arrived to find snow 8 to 9 feet deep necessitating hiring a bulldozer to plow a road to the portable VOR truck could get through. This site testing in temperatures ranging from -9 to -31 degrees took 5 days rather than the normal of 2.





### OUR MISSION

The Airports Division has the responsibility of administering and executing at the Regional level the programs and responsibilities with which the Administrator and the Agency are charged under the Federal Airport Act, surplus property legislation and inter-agency agreements, and subject to the overall directives of the Federal Aviation Act of 1958 (which superseded the Civil Aeronautics Act of 1938).

### OUR ORGANIZATION

At Regional-Office level, the Division is organized into the Program Administration, Engineering and System Planning Branches. At the level of contact with state aviation agencies, airport-owning municipalities and political subdivisions, professional consultants, contractors and the general public the Division is represented by five District Airport Engineer's offices, located at (1) Kansas City, Missouri, (2) Lincoln Nebraska, (3) St. Paul, Minnesota, (4) Chicago, Illinois and (5) Lansing, Michigan.

The Division's work is handled by a staff of 35 employees in the Regional Office and a total of 40 in the District offices.

### FEDERAL AIRPORT ACT

The Federal Airport Act is a grant-in-aid program. Its purpose is the achievement of a national (and territorial) system of locally-owned airports, adequate to meet current and foreseeable aeronautical needs of the communities and the nation measured in terms of general and scheduled air carrier aviation activity. The funds made available by appropriations of the Congress to carry forward this program are paid out to a local project "sponsor" on the basis of

its outlaid disbursements upon approved items of construction and land-acquisition development.

### SITE QUALIFICATION

For a location to be considered for "FAAP" (Federal-Aid Airport Program) development it must be included in the current revision of the National Airport Plan. Based upon data furnished by the District offices, C. A. B. certification actions, standard statistical and forecasting tools, and Washington-Office criteria, the System Planning Branch determines what locations should be included in the Plan and under what size category. Tentatively proposed airport sites and layout configurations are studied by this Branch from the standpoint of possible conflict with other civil or military air traffic and coordination with ANFD installations, and are steered through necessary action in the Regional Coordination Committee and the Regional Airspace Sub-Committee.

The System Planning Branch also assembles and maintains facilities record data and forwards this information to Washington for use in preparing the aeronautical charts, Airman's Guide and Flight Information Manual.

### TENTATIVE ALLOCATIONS

From requests submitted through the District Airport Engineers' offices for eligible FAAP development at locations included in the National Airport Plan, the fiscal year Program is made up on the basis of greatest aeronautical need from the standpoints of safety, efficiency and convenience, in that order of priority, and availability of local funds. Upon approval of such a Program by the Washington Office, letters of "Tentative Allocation" are issued to the



municipalities selected. This phase is a joint function of the Engineering and Program Administration Branches.

#### OBTAINING THE FUNDS

Funds available for a given fiscal year Program are dependent upon current appropriations by the Congress; within such total appropriation "State Apportionments" are prescribed by the Federal Airport Act according to an area-population formula. A certain portion of an appropriation is available for particularly urgent development at specific locations, independent of the State Apportionment formula, from the "Administrator's Discretionary Fund".

#### AND SO THE MASTER PLAN

The District Airport Engineers consult with the sponsors (municipalities which have been issued Tentative Allocations) and their consulting engineers on design standards, project formulation and execution, and on details of layout and design. At this stage a Master Plan of development is prepared and submitted, and after it has been approved, it will, unless a modification is authorized, govern initial and subsequent programming and actual development.

When a sponsor has completed its project plans and specifications, they are submitted with a Project Application, title evidence and other supporting documentation. The Plans and Specifications are reviewed by the Engineering Branch for conformity with the Master Plan, the approved Program, applicable design standards and standard specifications, requirements of other divisions and agencies, and operational factors. The title evidence and other non-engineering documents are reviewed by the Regional Attorney. On the basis of the respective written reviews by the Engineering Branch and the Regional Attorney, and its own review of the over-all project submittal under applicable statutes, regulations, policy standards, and fiscal and administra-

tive considerations, the Program Administration Branch prepares a "Grant Offer" for the Regional Administrator's signature, incorporating such special provisions and conditions as are determined to be necessary in order to insure conformity with law, regulations and policy. When accepted by the sponsor, a "Grant Agreement" is constituted between the United States and the sponsor definitely committing funds and performance.

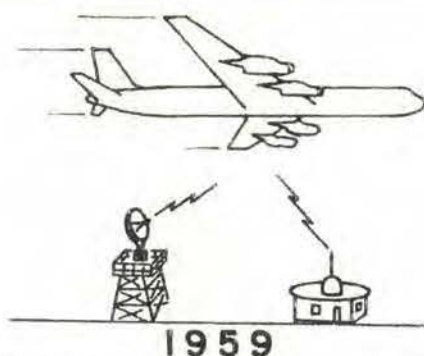
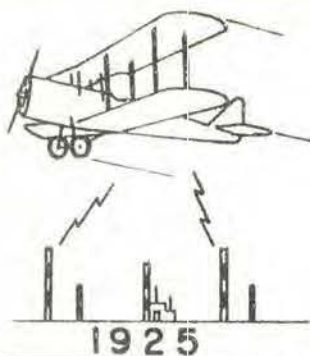
#### AND NOW THE DIGGIN'S BEGIN

The United States Government is not a party to construction contracts. However the Airports Division sees to it that such contracts meet Federal requirements, such as minimum wage rates and "anti-kickback" provisions, and are awarded to the lowest competitive qualified bidder. During the accomplishment of a project, the Engineering and Program Administration Branches work closely together on change orders, contract supplements, amendments to the Grant Agreement, and partial, semi-final and (after final inspection and audit and Grant Review Committee action) final grant payments. The Program Administration Branch maintains fiscal control and records of funds apportioned, programmed, obligated and disbursed.

#### SURPLUS AIRPORT, ANYONE?

The Program Administration Branch also reviews and processes, for either Regional or Washington action as appropriate, applications for transfer of war surplus military airport property to local municipalities, for releases or modifications of obligations under surplus disposal instruments or FAAP Grant Agreements, and for transfer of non-airport Federally-owned land for airport development purposes. Working through the District offices, it monitors compliance with obligations under agreements with the United States and transfer instruments respecting airports.





# AIR TRAFFIC CONTROL

"FAA's MOST  
CHALLENGING  
MISSION"

## DIVISION OFFICE, KC-500

One of the principal benefits we expect from the new Region 3 "FLIGHT LINES" publication is to better acquaint our personnel in the field with the functions and responsibilities of the various organizational segments of the Air Traffic Control Division, and at the same time familiarize personnel of the many other FAA offices with our part in the over-all FAA mission. We will likewise gain similar information on the part other Divisions and field offices plan in the organization, all of which is necessary and vital for the accomplishment of the agency programs, since each Division and Staff office will be contributing material for publication. As space permits, we will include in this first issue as many items concerning our various Branch and Staff offices as possible, and additional items will follow in succeeding issues until we have covered all sub-offices within our Division.

## FIELD FACILITIES

We plan to use material in forthcoming issues which will describe and illustrate the all-important part our field facilities play in our Division's operations; therefore, in addition to developing such items for publication from the correspondence and reports which regularly reach us from your facility, we will also welcome articles from field personnel which you feel will be interesting and informative and concern specific activities or unusual services. Space limitations will prevent using all such material; however, your contributions will provide a stockpile from which we can select those items that appear to be most newsworthy.

## PEOPLE AND DOLLARS

Since our initial issue will attempt to

acquaint others with the general scope of the Air Traffic Control Division program, we might cite a few figures which will give an idea of the size and some of the costs (dollars) involved in our operation.

## PERSONNEL

As of COB 1/31/59, we had 2,718 people on the ATC payrolls. Of this number, 60 were Division Office personnel (including 3 secretarial positions assigned to the Air Traffic Supervisors at IND, MDW, RML). Our total authorized staffing for FY 1959 is 3,126, which is the goal to be reached by June 30. Our recruitment program is geared to adding some 70 to 80 people per month to bring our field facilities up to full authorized staffing. Our attrition rate (losses) average about 20 people per month due to various reasons, which means we must endeavor to hire this additional number of personnel per month plus the normal recruitment rate to replace our losses.

## COSTS

Our FY 1959 annual O&R program for all objects (base pay, night differential overtime, travel, transfers and movement of household effects, equipment, etc.) now involves some 19.5 million dollars. For example, overtime pay is now running about \$20,000 per pay period; however, it has on occasion reached as much as \$30,000; training travel expenses (OEX) in the FY 1959 program amount to \$379,000; transfer travel \$17,400; regular (all other) travel \$136,600. These amounts, given in round figures, illustrate further the size complexity, and costs of our operations.

## TEAMWORK

Each of us, whether in a Regional Of-



fice or field job, plays an important part in carrying out the over-all responsibilities assigned to this Division in providing air traffic control and communications services to the aeronautical public and must continually strive to do the best job possible to insure that the end product of our individual and combined efforts is of the highest quality. Measured by any standards, we have reached the point where our ATC program must be classified as BIG BUSINESS!

#### PROGRAM CONTROL STAFF, KC-502 "Air Traffic Facts"

##### Air Route Traffic Control Centers

The six air route traffic control centers in this Region handled 731,213 aircraft departures during CY-1958. This is an increase of 3% over CY-1957. Leading in this category was the Chicago, Illinois, Center, which handled 28% of the total, or 208,325 departures. A total of 514,087 "over" aircraft was handled. This is an increase of 27% over CY-1957. Leading in this category was the Indianapolis, Indiana, Center, which handled 24% of the total, or 119,882 "over" aircraft.

Departures handled by the Kansas City, Missouri, Center were predominantly military, while the departures handled by the Chicago, Illinois, Center were predominantly air carrier. The "overs" handled were predominantly air carrier; however, St. Louis, Missouri, Center reported a ratio of 3.7 to 1 military to air carrier, and Minneapolis, Minnesota, Center reported a ratio of 2.7 to 1 military to air carrier.

The six centers had an increase of 12% in departures and "overs" handled during CY-1958 compared to CY-1957.

##### Towers, CS/Ts and RAPCONs

The 40 towers, CS/Ts and RAPCONs in Region Three handled 3,577,490 air carrier/itinerant aircraft operations,

of which 1,381,167 were air carrier, 1,788,361 were general aviation, and 407,962 were military. This was an increase of 8% over CY-1957. They also had a total of 1,670,724 local aircraft operations, of which 1,324,187 were general aviation and 346,537 were military. This was an increase of 37% over CY-1957.

Number One in the World: Chicago (Midway), Illinois, Tower once again leads not only the Nation, but the World as the busiest tower during CY-1958. A total of 419,473 aircraft operations were handled, of which 397,765 were carrier/itinerant, and 21,708 were local aircraft operations. This was an increase of 3% over the total aircraft operations handled during CY-1957.

General Aviation Itinerant Aircraft Operations: During CY-1958, general aviation aircraft operations increased 23% over CY-1957, while air carrier and military itinerant aircraft operations decreased 2% and 9% respectively. General aviation local operations increased 44%, while military local aircraft operations increased 15% over CY-1957.

##### Air Traffic Communications Stations

The 73 Air Traffic Communications Stations in Region Three contacted 1,531,285 aircraft during CY-1958. This was a slight increase over the 1,522,356 handled during CY-1957. Flight plans originated totaled 246,029. This is a 9% increase over those originated during CY-1957.

The average number of aircraft contacted per day increased from 4,170 in CY-1957 to 4,195 in CY-1958. Flight plans showed an increase from an average per day of 619 during CY-1957 to an average per day of 674 during CY-1958. Aircraft contacted (operating under Instrument Flight Rules) had a 7% decrease, while aircraft operating under Visual Flight Rules had a 10% increase.



# CHICAGO MIDWAY TOWER TRAFFIC

## CONTROLLERS RECEIVE AWARD



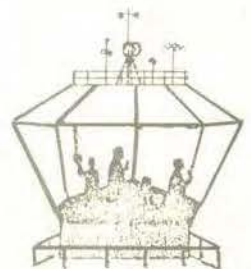
CHICAGO, ILL. (FAA) NEWS FLASH!! Twenty-one Federal Aviation Agency Airport Traffic controllers at Chicago's Midway Airport receive cash awards totaling \$3400.00 and letters of commendation for Sustained Superior Performance in recognition of outstanding work in their duties of controlling air traffic at the busiest airport in the world.

Presentation of the check\$ and awards was made in Chicago recently by Henry L. Newman, Ass't Regional Administrator and George Kiske, Chief of Air Traffic Control Division.

Those receiving awards and shown in photo above are Earl F. Buss, Daniel R. Comerford, Harold A. Dingfield, Fabio F. Dioguardi, Jr., Wilbur G. Ericson, Udell W. Gay, James L. Harold

Robert R. Harris, Eugene S. James, Donald R. Kemmerling, Russel C. Lawson, Stanley V. Pasternak, Wayne E. Peterson, Thomas E. Rauner, Alfred C. Rounds, Walter W. Rusch, Edward A. Ueeck, Raymond J. Van Vuren, Ross Worthy, William G. Yocius and Aaron C. Grieff.

According to John F. Keleher, Chief Midway Control Tower, these FAA Airport Traffic Controllers received this recognition as a result of outstanding work at Midway under extreme pressure due to the large volume of traffic. In 1958 Midway handled 419,473 operations, averaging 48 per hour.







FOCUSING ON

REGION  
3



Leonard Jurden, Regional Adm. received Annual Kiwanis Federal Servant of Year Award. Alan Glass KC-620 (left) Alva Frashier KC-671 and William E Godfrey KC-660 receive Certificates for Outstanding Service.



Pat Latchford and Elsie Seymour helping prepare for the switch to FAA



Airways Technical District Supervisors from Maintenance Engineering attend Annual Conference at Regional Headquarters.



# AWARD WINNERS\$

Proving That \$uggestions Pay



Award Winners All!! Stacie L'Doud, George DePuew, Al Strete, Vera Gerhart, Elizabeth Walker and Stevia Slaughter, with friends.



Sustained Superior Performance Award goes to Omega Cummins



Robert S. Newman, CHI EMT receives suggestion award



Julie Sneed, Charles Baker, Hulda Dahl and Rose Hagerty receiving Sustained Superior Performance awards as bosses look on.



## AIRSPACE

The telephone had only started to ring when the secretary was heard to say, "Excuse me Sir, this is the Airspace Utilization Office. Would you wait one moment for Mr. Skolaut, tell him what it is you are requesting, where it is, when do you need it, why do you need it, what will it be used for, will it be available for public use, will it be painted, marked, and lighted, and can you have the complete proposal in the office before the agenda closes for the next meeting of the Kansas City Regional Airspace Subcommittee? ? ? --- pause --- pause --- But Sir, --- Sir --- but --- well please excuse me. I can only suggest you contact Cape Canaveral -- we have not processed a jet climb corridor, or airway structures for the moon --- yet!!!

The function of your Airspace Utilization Office is to consider and make recommendations concerning the use of airspace or the use of certain aviation facilities within the FAA Third Region. Generally this includes coordination of matters such as: (a) Establishment, modification or rescission of Prohibited - Restricted - Caution - Warning and Controlled Firing Areas; (b) Establishment, operation or discontinuance of any facility or any activity which may cause conflict with the flight of aircraft or in the use of airspace; (c) Airspace use which may be affected when airports or runways are established, modified or discontinued; (d) Erection or installation of structures which may conflict with aviation operations; (e) Establishment, relocation, realignment or discontinuance of any radio or electronic aid to air navigation and other such facilities which may affect airspace utilization; (f) Any conflict in the establishment of instrument approach procedures which cannot be otherwise resolved; and (g) Designation, redesignation or rescission of any Control Zone, Control Area, or Federal Airway.

## LEGAL

A recent conversation piece in the Regional Legal Office has been the appearance of a flight control board. All rumors to the contrary, the Board is not being utilized for the control of air traffic in the Kansas City area, but has been adapted for Legal's use in maintaining a docket of its enforcement cases.

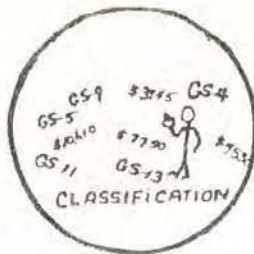
Under the new Federal Aviation Act, the FAA now has the authority to suspend and revoke airmen's certificates. This has occasioned new enforcement procedures under which the Regional Attorney may now issue orders effecting suspensions and revocations:

In operating under these new procedures, it has become important that a system of control be devised to enable the Legal Division to have at all times an accurate picture of the status of its cases. After considering numerous other proposals, including the use of charts blackboards, etc., it was decided to adapt the flight strip method for this purpose.

This adaption involves the use of a flight strip for each case. Information is continuously inserted on each strip to give a picture of the exact status of all cases which have been filed. It is therefore possible to tell at a glance the exact status of a case and the date on which referred follow-up action and other action must be taken. By grouping the strips along district lines, it is possible to know the geographic origin of cases and a ready method is provided for grouping hearings on a geographic basis.

The maintenance of the flight board is under general supervision of Pat Latchford. There are at present no plans for requiring her to hold a controller certificate or to enroll her in the short course in Oklahoma City to accomplish this task.





## PERSONNEL HI-LITES

The PERSONNEL DIVISION renders staff assistance to regional officials and administers a complete personnel program. The Division Personnel Relations Officer provides a region-wide program to obtain the best employee-management relationships.

As one of the four Branches, the Wage Administration Branch administers position classification and pay systems to conform with regulations and statutes.

The Placement Branch directs a region-wide recruitment, internal placement, counseling and employee services program.

The Proficiency Development Branch executes a regional training program in supervisory, administrative and clerical skills, and conducts Incentive Awards and Performance Rating programs.

The Procedures and Reports Branch is responsible for reports activities, which includes complement control, processing personnel actions, furnishing information to authorized personnel, maintaining personnel records and providing employee services.

### TRAINING REPORT

The Proficiency Development Branch has been busy conducting the following classes for FAA personnel.

Since last November 20th, five orientation classes have been conducted for a total of 73 new FAA employees.

Two classes in telephone techniques for 53 employees have been given to aid in telephone courtesy. Included in this training were 12 employees from Fairfax Airport.

Twenty-six FAA'ers took special instructions in IBM operations in two

separate classes held recently.

The 38 hour Management course was completed by nineteen supervisors from the Detroit area and fourteen from the St. Louis area.

Fourteen employees from the Kansas City Airport completed the Writing Improvement Course in December; 16 from St. Louis Tower and Center in January; and 25 from the Regional Office also in January.

Eight Regional Office supervisors sharpened up their reading by completing the Reading Improvement Course in the months of December and January.

### INCENTIVE AWARDS

The following employees have received cash awards for suggestions:

Suggestion No. 61008 - Suggester: August H. LaRenzie - Subject: Utilization of 858 Cardatype with Arithmetic Unit to Calculate and Print Estimates on Flight Progress Strips and Possible Data Transfer Methods. \$250 Award  
ATC DIVISION

Suggestion No. 45152 - Suggester: Allen Strete - Subject: A Combined Roster and Duty Board. \$25 Award

### AIRSPACE UTILIZATION OFFICE

Suggestion No. 42147 - Suggester: Elizabeth Walker - Subject: Presentation of Proposed Changes in Airways Control Zones, etc., to Washington Airspace Division. \$100 cash award and \$75 for first place winner in Regional Two-Month Suggestion Contest.

The following Sustained Superior Performance Awards have been made: From ANF Division Charles M. Baker received \$240; and from Aircraft Engineering Hulda Dahl received \$150.



The Washington Incentive Awards Committee approved, and these employees have received cash awards for suggestions:

#### Air Traffic Control Division

Frank E. Reistad	\$ 12.00	Furnish Carbon for ACA-398
John D. Layton	25.00	Test Operative Status-CONELRAD
Stevia O. Slaughter	50.00	Clearance Composition Performed by Pilot
Irwin D. Mailberg	25.00	Revision of Controller Phraseology
Lloyd L. Arnold	50.00	Revision of Form ACA-398
Norman C. Birholtz	50.00	Handling of ALERT NOTICES
Silas C. Aarskaug	50.00	Revision of Form ACA-398
Charles M. Palmer	25.00	Revision of Form ACA-398
Charles J. Agosta	25.00	Tool to Remove Teletype Roll End Caps
Jack W. Hammes	25.00	" " " " " " "

#### Air Navigation Facilities Division

Arthur C. Foerster	25.00	Method to Determine Electric Cable Length
Robert S. Newman	50.00	Rear Covers for Relay Panel, CA 1620/1
Stacie O'Dowd	125.00	Century Electrograph Recorder
Frank A. Platner	25.00	Lubricating, Cleaning Tool and Solvent
Raymond E. Baldrige	25.00	Modifying Azimuth Selector - COR Monitor
Robert Ford	115.00	PAR - Sweep Amplifier Circuit Modification

#### General Services Division

Vera M. Gerhart	50.00	Use of Booklet, "Upstairs Neighbors"
Helen M. Claymann	25.00	Revised ACA-1522 with ACA-1523
George S. DePuew	50.00	Relocation-TACAN Phase Detecting Network

#### General Safety Division

Joseph P. Fallin	25.00	Thumb Index in Airman's Guide
Roy P. Williams	75.00	Notification of CAR Discrepancies
Phyllis L. Scott	25.00	Distribution of Examinations and Materials

#### Air Carrier Safety Division

Martha E. Beall	35.00	Instructions for Use of ACA-234
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#### Aircraft Engineering Division

Donald L. Page	25.00	Form 1226-Malfunction and Defects Report
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#### Airspace Utilization Office

Elizabeth E. Walker	150.00	Presentation of Control Zones Changes
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# REGIONAL ROUND-UP

## People, Places, and Things

### BYE-BYE

Big shoes, in more ways than one, are left to be filled by the separation-transfer of T. J. "Tom" Brown, Program Officer, in the Program Administration Branch of the Regional Office; he accepted a position offered as Examiner in the Social Security Administration of the Department of Health, Education and Welfare. After a month's indoctrination in Washington he will be riding circuit in the eastern half of Missouri, with offices in St. Louis.

### LOOKING AHEAD

The total FAA Budget for FY-1960 as submitted to the Congress totals 587 million dollars or an increase of 72 million over FY-1959. The significant increases or decreases which have been requested are highlighted as follows:

1. Traffic Management and Facilities Maintenance  
Increase of 64 million. Increase of 4400 positions.
2. Flight Operations and Airworthiness  
Increase of 2.8 million. Increase of 306 positions.
3. EANF  
Decrease of 15 million due in part to contemplated extensive joint use of military radar for Air Traffic Management. Increase of 83 positions.
4. FAA permanent employees as of 12/31/58 - 27,795  
Requested positions for FY-1960 37,658

### RADIOLOGICAL TRAINING

As part of its emergency readiness planning Region 3 has inaugurated a training program in radiological defense. Courses in radiological monitoring for ATC personnel were conducted in Kansas City during November and December and in Minneapolis during January. Courses are scheduled to be held in Chicago in March and in Indianapolis in May. Training is being conducted by ARTC center personnel who attended an Office of Civil and Defense Mobilization course for instructors held in Kansas City last September. The training will next be extended to ANF personnel. Seven ANF representatives attended an OCDM course in Battle Creek in February, and 14 more will attend a similar course there in June.

A complete report on the total program will be forthcoming in an early issue.

### PROMOTED

Announcement has just been made of the promotion of our Coast and Geodetic Survey Liaison Officer, Fred A. Riddell from Commander to Captain. Captain Riddell has been assigned to Region 3 since February 1958 and has over 30 years service with Coast and Geodetic Survey.

### TRANSFERRED

Major James E. Shelly, Air Force Liaison Officer who for the past four years has been assigned to our Region is due to be transferred in the near future. Major Shelly's next assignment will be with the FAA Bureau of Air Traffic Management in Washington, D. C. Replacing Shelly in Region 3 will be Major George Watrous.



Since it is Personnel Evaluation Time in the FAA we thought the following would be most appropriate and might aid you in your evaluations.

### FILES ON PARADE

Once a year commanding officers throughout the military sharpen their pencils and compose "efficiency" reports on the officers in their command. You might imagine they'd be dull reading, but actually they often supply intentional - and unintentional - humor. Here are examples from Army files:

This officer has talents but has kept them well hidden.

Can express a sentence in two paragraphs any time.

A quiet, reticent officer. Industrious, tenacious, careful and neat. I do not wish to have this officer as a member of my command at any time.

His leadership is outstanding except for his lack of ability to get along with subordinates.

In any change in policy or procedure, he can be relied upon to produce the improbable, hypothetical situation in which the new policy cannot work.

Needs careful watching since he borders on the brilliant.

Open to suggestions but never follows same.

Is keenly analytical and his highly developed mentality could best be utilized in the research and development field. He lacks common sense.

(Reprinted by permission  
from READERS DIGEST  
and PARADE)

### KID STUFF

Duty in District 5, Airports Division, apparently involves civic participation above and beyond the call of duty. Engineer Jim Waedekin, volunteering to lecture on aviation to a local 6th grade class, is dazedly searching about for answers to questions which the youngsters bombarded him with, such as, "How soon will we get to the Moon?"; "Do you know of anyone who has been in Outer Space?"; "Why do they want helicopters to go straight up?" Will anyone volunteer to give Jim the reference to the appropriate TSO?

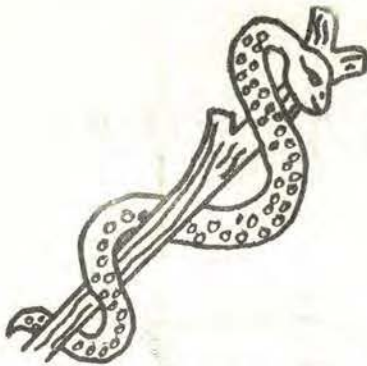
That inimitable construction buff, Larry Reilly, District 5, is leading the Pure Life! He has quit smoking. With hands at a loss for something to do and nerves jangling for a little nicotine, we guess it will be well for all contractors under his jurisdiction to turn in specification jobs with no arguments.

On January 30, 1959 death ended the career of Everett B. Flinn, Airport Engineer in the Airports District Office Lincoln, Nebraska. Mr. Flinn had suffered from a chronic heart condition for the past several months and died the morning of January 30th.

Mr. Flinn began work with the CAA in June 1943, when he was employed as an Airways Engineer with the Federal Airways, Facilities Division, in Kansas City. He moved to Lincoln in January 1948 to join the staff of the Airports District Office. He was employed in the Works Progress Administration from 1935 to 1943 as an Engineer, part of which time his work was concerned with airport development.

He is survived by his widow, Virginia who plans to remain in Lincoln.





# MEDICAL MEMOS

## REGIONAL MEDICAL OFFICE

### The Doc Says -

We take pleasure in presenting "The Boss" of our division to the many employees of Region 3. Some of you are very familiar with his name and have communications quite frequently from the Regional Medical Office. It has taken a bit of persuasion, but here is Charles W. McMillin, M.D., who was appointed Regional Medical Officer just one year ago. Dr. McMillin came from a practice in Illinois to join forces with other civil servants comprising Region 3.



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Are you like the several airmen who have come to the office seeking medical examination for certification-unaware of the basic functions of this division? The Regional Medical Officer does not examine airmen applicants. He is responsible for carrying out the medical certification program of Region 3 which includes review and action upon approximately four to five thousand medical examinations monthly. In many instances there is pathology which must be investigated in detail. Physicians and airmen are requested to furnish additional data, medical tests, etc., in order to substantiate medical certification.

Dr. McMillin appoints designated medical examiners throughout the eleven state area to assist the FAA in its task of proper certification. These five hundred examiners, at present, are instructed in the application of medical standards, advised of new procedure

necessary and are supervised by personal visits of the Regional Medical Officer in order to more efficiently carry out the medical certification of airmen.

The Regional Medical Office has to correct improper medical certification of airmen quite often in view of misinterpretation of standards. Sometimes this proves to be quite a task, for once an airman holds a Second Class medical certificate, he certainly hates to give it up for a Third Class or Student Pilot Only medical certificate.

Accident investigation is another phase of this division. The medical certificate held, together with its restrictions and listed defects, plays an important part in the report by GSDO. Dr. McMillin has to appear and participate in many CAB hearings for corrective action through FAA agents for medical certification of airmen.

We hope you have some idea now of the various functions of our Division after the preceding bird's eye view in print. Of course, we have bandaged a cut finger, a burned hand and a smashed thumb recently, as well as taking the temperature of one of our fellow employees, so the Medical Office has not lost its commonly known meaning entirely.

Perhaps in our future publication of "Medical Memos" we will be able to pass on to you "a new thing or two" in the medical field which will be helpful to you.

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### TO OUR READERS

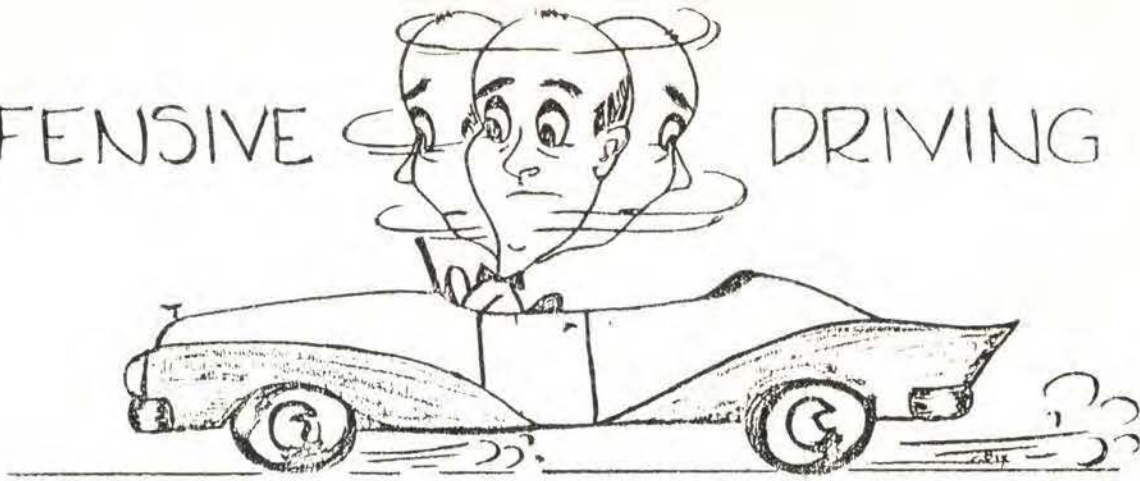
We hope that you have enjoyed this first issue of FLIGHT LINES. Your suggestions will be welcome. Help your reporters by sending them stories and pictures.

The Editor



# DEFENSIVE

# DRIVING



## STAY ALERT - STAY ALIVE

Defensive driving is a "technique of recognizing real or possible hazards and being prepared to avoid them." The defensive driver defends against errors of other drivers, adverse conditions of weather, traffic or roadways and keeps his car in safe operating condition at all times. Here are a few ways you can use defensive driving to keep your car and another vehicle from occupying the same space at the same time:

- Keep your mind on your driving; keep your eyes on the road and other traffic. Watch the traffic behind you in the rear view mirror.
- Make sure that adequate distance is available before passing another car and that pedestrians, parked cars and other objects will not create a hazard. Sound your horn to warn the driver ahead of your intention to pass.
- Watch the turn and stop signals of other drivers, but don't "bet your life" on them. The other driver may give the wrong signal, have defective signals - or forget to signal at all.
- Give your own signals properly - and in plenty of time to warn the other drivers. Be sure your car is in the proper lane before making a turn or stopping.
- Never take your right of way for granted. It's better to lose your right of way than to lose your life.
- Don't follow other cars too closely; maintain a safe distance for emergencies. Try to estimate accurately the speed of other cars.
- Slow down at night or when visibility is limited. Slow down before entering a curve. Adjust your speed to conditions.
- Know the traffic laws and obey them.
- Learn to recognize the signs of potential hazards. Watch parked cars for a person in the driver's seat, vapor from the exhaust, back-up lights burning and other clues that the vehicle may move into your path. Other hazards include children playing near the street, pedestrians, or animals running loose.