

# FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3



AUGUST 1959



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**\*ON THE COVER\***

**MECHANIC INSPECTING  
TWA 707 JET BETWEEN  
FLIGHTS**

Air Carrier Maintenance  
Cover Photo - TWA

**\*DIVISION REPORTERS\***

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**FROM OUR REGIONAL ADMINISTRATOR**

Periodically we should all examine fundamentals. For a moment let's take those fundamentals of our Federal Aviation Agency. Congress created the FAA to provide an acceptable standard of safety in aviation and to assist in the mission of providing a basic system of air transportation.

To achieve safety in aviation requires the combined effort of all our segments. Traffic control as provided by Air Traffic Management is a must; safe performance of airframe and engines is the job of Aircraft Engineering and Flight Standards maintenance; rules of the road are handled by the operations segments of Flight Standards; Legal becomes involved when pilots violate the rules; Air Navigation Facilities provides the necessary en route and terminal radio and electronic aids; the Civil Air Surgeon's office certifies as to the physical fitness of airmen; and there would be no transportation without the Airports Division; Personnel fills the vacancies with skilled workers; Budget and Finance pays the bills and our salaries; General Services keeps us supplied with the tools of the trade like desks, typewriters, electronic tubes, fuel for the aircraft and more. In all of our activities teamwork is a must.

Each of these elements is a vital link in the chain of success. None is more important than any other and if the FAA is to accomplish the mission assigned by Congress, each of us must continue to do his job. Teamwork will get the job done.

Success is cumulative.

Leonard W. Jurden

# IT ALL BEGAN WITH MAINTENANCE

by Fred W. Zellmer, KC-223  
Air Carrier Maintenance Inspector

There have been many new members added to the ranks of the Air Carrier Maintenance activity since 1956. In fact, our number has nearly doubled since that year. There are many who have received the benefit of Indoctrination Training at the Aeronautical Center and further training at their field office assignments.

If you have not read about us or been told about us, there is no doubt many of you have wondered how our phase of the CAA/FAA activity came into being. Through this effort we hope that with some historical background we can enlighten the newcomers and refresh the memories of the "oldsters".

In a small way, we came into being by enactment of the Air Commerce Act of 1926, as the Bureau of Air Commerce under the Department of Commerce. The Bureau hired inspectors who had a general knowledge of maintenance but more particularly had the ability to fly which was a necessary asset to conduct flight tests. As an inspector, you were issued a badge and credential cards for identification to local authorities during accident investigations. This state of being existed until the enactment of the Civil Aeronautics Act of 1938. With this Act, the Congress created the Civil Aeronautics Board and the Civil Aeronautics Administration who were directed to cooperate in fostering and encouraging air commerce here and abroad.

The foregoing is the prelude to our coming into being. The Civil Aeronautics Act of 1938 was enacted and Title VI, Section 601, sub-section 3, gave the authority for establishing reasonable rules, regulations and minimum standards for inspection, servicing and overhaul of aircraft, engines, propellers and appliances.

To fulfill these requirements, Section 605, sub-section (b), charged the Administrator to employ inspectors who shall advise and cooperate with each air carrier in the inspection and maintenance of certificated aircraft used by the carrier.



Turn-around maintenance being performed by TWA at Kansas City. Plane is Boeing 707.

These two sections of the Act explain "Why we are here". "Where did we come from?" In most cases we acquired our knowledge with an air carrier, coming up through the ranks from mechanic to inspector, then to a supervisory position. Most of us saw our way out of the dilemma of shift work on the airlines by joining the CAA. The year 1938 was also the beginning of big trouble in Europe, so recruitment by the CAA was competitive with the airlines who were expanding and wanted to keep their personnel. The aircraft manufacturing industry was also bidding for the highly skilled airline personnel to bolster their own expanded wartime programs. The military services were also tapping this pool of skill by requisition. Thus, the CAA was

to realize, along with the competitors, that there is no surplus of good maintenance men around any organization. However, the CAA did acquire a nucleus of well-qualified air carrier maintenance men and was able to add to this group until December 1941 when most of the eligibles were requisitioned, either directly or indirectly, for the war effort. Through this trying period, the new organization created nine regions. We will list them so you may compare them with the present regions: Region 1-New York City; Region 2-Atlanta, Georgia; Region 3-Chicago, Illinois; Region 4-Fort Worth, Texas; Region 5-Kansas City, Missouri; Region 6-Santa Monica, California; Region 7-Seattle, Washington; Region 8-Anchorage, Alaska; and Region 9-Honolulu, T. H.

Along with the Regional establishment compliance with the requirements of the Act made it necessary to establish Air Carrier District Offices. These were usually located at or near an air carrier's main maintenance base. With very few exceptions, these offices are still in their original geographic locations.

Heavier than air flight has been recognized as having started with the Wright Brothers, both of whom were bicycle mechanics. Both aspired to greater things than being a mechanic and achieved the goal of creating a flying machine. This flying machine needed building; it needed considerable maintenance prior to its first flight. Maintenance did not stop with the first flight; for if it had, there would not be an aviation industry. With over fifty years of manned flight, the state of the art has not yet arrived at the point where large aircraft are reliable for 21,000 hours of trouble-free operation and replaced as expendable equipment. Today's airplanes are complex and expensive machines requiring constant maintenance. Very simply stated, airplanes can be built; but if they are not maintained, they cannot fly.



Northwest Airlines DC7C engines and accessories receive maintenance check at MSP.

There is nothing glamorous about maintaining an aircraft and there never has been. There are plenty of people who like aircraft maintenance because it is a source of self-satisfaction and personal pride to work on a fine piece of machinery that demands the utmost in maintenance care. All airplane maintenance men are a group of very conscientious mechanics who abide by a very exacting code of ethics. We reproduce here, the Mechanic's Creed:

Upon my honor I swear I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me. In discharging this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy

aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I realize the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.

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So with the thoughts of the Creed still fresh in our minds, we go on to the FAA Air Carrier Maintenance force of approximately 165 people who are dispersed world-wide to maintain surveillance over 172 scheduled and supplemental air carriers operating over 2,000 aircraft. These aircraft range from the old standby Douglas DC-3 through our latest jet and jet-propeller built by Boeing and Lockheed. Another jet airplane, the Douglas DC-8, is due upon the air carrier scene soon. You probably have surmised there has been a tremendous re-education of all maintenance personnel in industry and the FAA. The air carriers would fly themselves out of business in a few days if it weren't for the ability and skill of their maintenance men. The maintenance effort is a tremendous part of the overall airline missions.

As a part of this effort we are charged, by the terms of the Federal Aviation Act of 1958, with the responsibility of inspection, surveillance and investigation of all airline activities concerned with the maintenance, inspection and overhaul of airplanes, engines, propellers and accessories.

The term "inspection" is used to determine that maintenance-wise the airline is capable of carrying out its responsibility to transport persons, goods and mail safely over its designated routes. It has been proven by FAA

inspectors that the airline has adequate facilities and equipment to inspect, maintain and overhaul the aircraft, engines, propellers, accessories, electrical, hydraulic, communications and other airplane systems. That there is an adequate complement of trained and qualified personnel for each type aircraft operated by the carrier is essential. Such personnel are placed at the main base, sub-bases and line stations to assure that proper and adequate maintenance will be performed.

The foregoing is a necessary part of certifying the airline. The carrier must prove, as its Certificate of Convenience and Necessity designates, that it is ready, willing and able to perform a public service by providing reasonably safe air transportation.

After the inspection for certification is completed and proven, the functions of air carrier maintenance are channeled into "surveillance". This is a continuous program which is designed primarily as a means to determine that the adequacy of the inspection at the time of certification is valid and working. This involves re-inspection of all phases of maintenance, servicing and overhaul. Any deficiencies are brought to the attention of the carrier through informal discussion; and by mutual agreement, the necessary corrective action is taken which will continue airplanes in service and will remain within their approved maintenance programs. Deficiencies of a more serious nature may require re-evaluation of the inspection, maintenance and overhaul procedures. Then corrective action may be instigated by a revision to a time limitation or a change in a method of performing a job function; however, if it is determined that a job function is not involved and there is a known disregard for conducting the work which creates the possibility of a hazard to flight, a new area of responsibility is entered which is "investigation".

(Cont. on page 8)

**SOUTH BEND** - John D. Mitchell, second from right, receives 30-year pin from J. A. Coughlin, Chief of SBN ATCS. 15-year pin went to Donald V. Conroy (left), Harold F. Oman and Theodore Garner.



**DETROIT CENTER** - Sustained Superior Performance Awards go to Lauren Davis, (left) and Jack LaMont, (right). Doing honors before attractive audience is Center Chief Hedges.



**Sustained Superior Performance Awards** to: seated, left to right, Lloyd Jensen, Shirley Krueger, Fern Jameson, Martha Beall, Martha Baese, Vera Edwards:standing, left to right, Raymond Chaffee, Glenn Nash, Lester Putnam, Dean Vanwey, Arthur Newell, Floyd Emanuel, Joe Fornelli and George Franke.



**DETROIT CENTER** - Herbert W. Gustin, center, gets \$50,00 for suggestion. Presenting check is Center Chief Clay W. Hedges. Getting in the act are (l. & r/) H. M. Borcharding, Robert Schrock, Linsey Rose, Jr., and Robert Reddick.



**Sustained Superior Performance Awards** to: seated, left to right, Georgia Dale, Barbara Noe, Renilla Campbell, Mary Shelton: standing, left to right, Jim Ray, Herbert Hepworth Fred Trotter, William Turpin, Earl Schneider and Edward Murphy.



**Sustained Superior Performance Award Winners** - seated, left to right; Helen Erwin, Pat McCormick, Irene McClurg, Florence Brown: standing, left to right, James Gordon, John Knoell, Keith Dannefer, Marge Ray, Martin C. Noteboom, Edith Brenner, Charles L. Jones and Helen White.





## AIR CARRIER SAFETY DIVISION

Air Carrier Maintenance has a new member of the staff, Mr. Fred W. Zellmer, who came to us from Washington, D. C. , FS-320. He will replace Mr. R. J. Scott as Air Carrier Maintenance Specialist.

In deciding upon a caption for the picture of our three Inspectors receiving their Superior Performance awards, we are torn between "Glee-some Threesome" and the "Terrible Trio". The last, of course, refers to the triple threat which they present to whatever unseen forces lurk about to undermine the safety of air carrier operation. The trouble with all this super-efficiency lies in the potential danger to our jobs: a little more of this and aviation is going to be so safe and secure that Congress will decide to eliminate us.



Seriously, we are proud and happy for the three Inspectors from our office who got the awards; from left to right; Supervising Inspector Grant Rees, Maintenance Inspector Ed Benben, and our Electronics Inspector, "Deck" Crouse. The distinguished gentleman presenting the award on behalf of our Chief, is Bill Weis, whose feet were indeed beautiful as the bringer of glad tidings!

One of the distaff members of our office, Thelma Taylor, also received a Superior Performance award and a check, but they arrived too late for her to be included in the picture. (She claims no picture would do her justice anyway, and besides, mystery lends enchantment.)

Anything we have to say after the foregoing would be quite anti-climactic; however, we think our readers might like to learn that one of our secretary-clerks, Mary Jo Migliaccio, has just returned with her husband from a visit with her parents in Nevada. What makes this news is that they flew all the way in a Cessna, with the ink on Mr. Migliaccio's Private Pilot certificate still fresh, with only a few minor brushes with death and disaster. This speaks very well of, either, (1) GSDO #17's efficient certification of pilots, or (2) Mary Jo's navigational ability. At any rate, we're all thankful they're back, especially Thelma Taylor, who would have had all that extra paper work.

With our Inspectors either at the Aeronautical Center or on Military Leave, we are slightly "snowed" and are considering putting a Personal in the local newspaper, to-wit:

"On and after this date, we will not be responsible for any Near-Misses, Accidents, Violations, or Incidents except those involving ourselves."

With more than 50 Line Captains type-rated in TWA's Boeing 707-131 the work now begins to move to the Convair 880 and a little later the Boeing 707-331 "Inter-Continental". Inspector Mitchell goes to the General Dynamics Convair Plant in San Diego, California, this month for a five week course on

the "880" and Inspector Canney spent the last week of July in Seattle, Washington at Boeing Airplane Company getting the facts on the "Inter-Continental" 331.

TWA will be the first airline to put the Convair 880 into service, so there promises to be plenty of interesting work getting the aircraft into service.

TWA inaugurates its Kansas City to Los Angeles service this month in another step to serve the nation with jet transportation.

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(Cont. from page 5)

With "investigation", it becomes necessary to evaluate completely all phases of the maintenance, servicing and overhaul procedures that may possibly be involved. We are concerned with the training and supervision of the personnel and if they are certificated personnel, the investigation may require processing a violation. The violation process may be used against individuals or an airline, and its penalties may range from a reprimand, a civil penalty; also suspension or revocation of a certificate.

### OUCH!

Regional office employees and their dependents were seen rolling up their left sleeves recently when polio shots were provided for all who were interested. The R. O. Employees Association sponsored the program and absorbed all but 50¢ of the costs, including hiring of a nurse to administer the serum.

246 employees got their shots on Friday, August 14th, and 147 dependents came in the day after, Saturday, for theirs. Youngsters were given candy suckers to bolster their courage while the big kids just had to grin and bear it. The needles were nice and sharp and no casualties reported.

A vote of appreciation is due the Employees Association for undertaking this fine project.

### TIMETABLE

The next issue of FLIGHT LINES will be a September-October issue to be published in October. This change in schedule comes as a result of so many employees being on vacation during the summer months. The next issue will include a feature on Airports as well as the second half of this months feature on "Air Carrier Maintenance".

### TEMPUS FUGIT

August 3rd we completed one year of occupancy in our new regional headquarters. It was just a year ago that date that file cabinets, waste baskets and people transferred from 9 floors of the Federal Office Building in down town Kansas City to the newly constructed, air-conditioned, two-story building at 4825 Troost Avenue. To help celebrate the occasion the Employees' Association provided coffee and cake in recognition of this milestone.

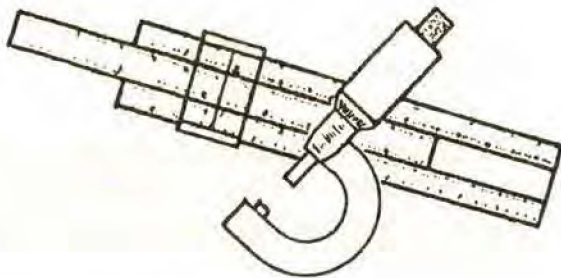


### AIRLINES HONORED BY SAFETY COUNCIL

The National Safety Council honored 26 U. S. air carriers for outstanding 1958 safety records. The award is made to airlines that do not have a fatal accident during the calendar year and which, in addition, have a major accident rate lower than the average rate for their group during the preceding three years.

The 1958 passenger death rate was 0.43 deaths per 100 million passenger-miles for domestic operations. It marked the seventh consecutive year the rate was less than 1.0. The Department of Commerce is on record with the statement that air transportation has the greatest growth factor of any U. S. industry.





## AIRCRAFT ENGINEERING

Aircraft Engineering District Office #42 is located at Allison, Plant 5, Indianapolis, Indiana, and is the fledgling district office of Region 3. This squalling offspring of FAA Manufacturing Branch was born March 3, 1958. No midwife nor obstetrician was in attendance at the time of arrival into this vale of sweat and tears. After normal travail it soon developed into a lusty organization of three: namely, Virgil Moser, District Office Supervisor, transferred from AEDO #41 Muskegon, Michigan; George Colt, transferred from AEDO #43, Wichita, Kansas; and Marie Winn, transferred from USAF.

The stork again visited AEDO #42 on April 20 and 27, when Keith Blythe and Dan Pike arrived. These little eaglets were soon pushed out of their aerie and are already soaring from plant to plant on the great white father's business of quality control.

AEDO #42 covers Manufacturing Branch activities at Allison in Indianapolis; Bendix Aviation Corporation, South Bend, Indiana; McDonnell Aircraft Corporation, St. Louis, Missouri; and a number of smaller manufacturers located in Indiana, southern Illinois and eastern Missouri.

This office has the distinction of being associated with a number of firsts: Allison produced the first FAA approved prop-jet engine in the United States; Allison established an entirely new concept of leasing engines to the airlines; Allison is the first manufacturer to obtain an FAA approved repair station for the overhaul of their own engine, quick engine change units, for the airlines; Allison prop-jet engines are standard equipment in Lockheed Electras which have been purchased by fifteen airlines throughout the world; as of June 30 Allison



AEDO personnel looking over Allison's new Model 250 engine. Left to right: Virgil G. Moser, George Colt, Keith Blythe, Dan Pike, Grace Winn.

has delivered and overhauled over 2,500,000 ESHP since the inception of AEDO #42. McDonnell is building a four-engine jet transport; it is the first aircraft of this type to be submitted for approval in Region 3; they are also building a helicopter, triple turbine-powered with pressure jets on the rotor tips; they also propose to submit this aircraft for type certification.

Virg Moser, although a grandpa, is not related to Grandma Moses. He transferred to FAA from USAF in 1945. While with USAF he was employed at Wright Patterson Field; Curtiss in Buffalo, New York; Douglas, Chicago and various other assignments. When Virg was transferred from AEDO #41 last year, he was in the process of writing a sequel to Milton's "Paradise Lost"; however, he is now working on "Paradise Regained". Virg, his wife and two children live on a 70-acre farm north of Indianapolis. His main diversions or hobbies are "do-it-yourself" projects, and for a number of years

has been active in "Toastmasters" organization.

George Colt, distant relative of Colt, 45, is an old hand in the aircraft business. He started by cleaning his cousin's Hiss-Eaglerock for a ten-minute ride. Later he attended Sweeney Aviation School, worked at Cessna in final assembly, and for 14 years prior to coming with FAA he was employed in the Beech experimental inspection department. He started working for FAA at AEDO #43 in Wichita, March 1957, then transferred to AEDO #42 at Indianapolis when the office was established. For the past year he has been in the construction business (a beautiful new three bedroom home). At the moment his hobby is to raise grass on his new lawn.

Keith Blythe, a new member of AEDO #42's family, has for the past 8-1/2 years been employed by Beech Aircraft Corporation on their quality control staff. He was an FAA Designated Manufacturing Inspection Representative for production certification. Keith liked FAA work so well he decided to join the parent organization and is becoming more pleased with his decision each day. Keith, his wife Ellen, and their three daughters are enjoying the Indiana weather. He says that if and when they finish seeing all of Indiana he hopes to find time for some golf and also archery which his daughters enjoy so much.

Marie Winn is not new to Civil Service, having a total of fourteen years of service. Among her other accomplishments - a licensed beautician, connoisseur of the arts, music, painting, and reads philosophy in her spare time. She is active in the religious education program in her church and maintains her home with some help from her husband. According to Marie he is a "cool cat" who "digs" the green thumb. The Winns have a five-year plan which includes a trip to Hawaii. Marie came to AEDO #42 soon after its establishment and knows all the

trials and tribulations of starting a new office. She has the dubious distinction of having the largest private office in any of Region 3 AEDO's.

### WELCOME

The Division is glad to welcome Don C. Jacobsen as an Aeronautical Design Evaluation Engineer in the Airframe and Equipment Branch. He was previously employed as an Engineer Liaison Analyst at Jonco Aircraft in Shawnee, Oklahoma. We hope he will be with us for "many moons".

We also extend a hearty welcome to Marcia Neely, clerk-stenographer in the Flight Test Branch.



### HOW TO TELL 'EM APART

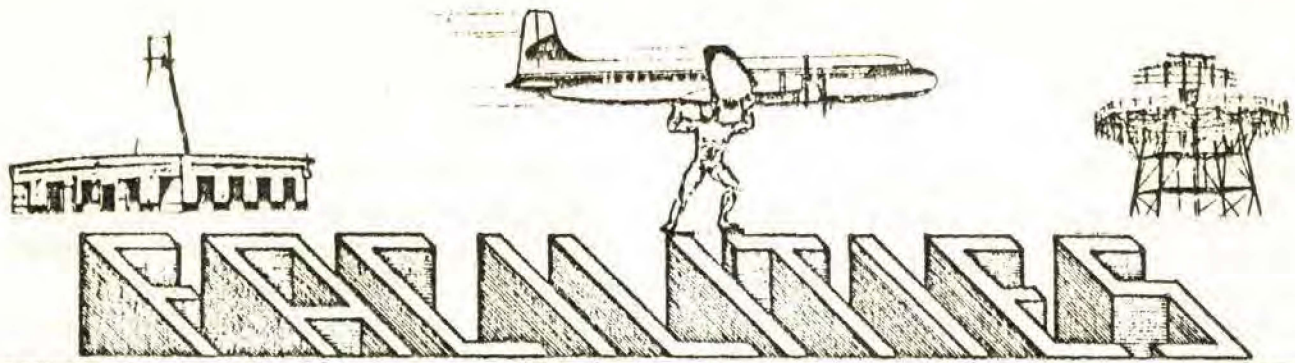
The Douglas DC-8 and the Boeing 707 jet transports, that is. Both planes, of course, carry the "DC-8" or "707" designation somewhere in their markings. But if you're too far away to read those identifications, there are a few other external differences.

The Boeings have a high-frequency probe antenna on the vertical tail; the DC-8s do not.

The passenger cabin windows in the DC-8 are larger and farther apart than those on the Boeing.

The 707s have two small windows (resembling eyebrows) above the regular cockpit windows each side.

The DC-8 has air inlets near the nose of the plane, below the radome. The 707s do not. (The DC-8s seem to be wearing a happy grin, as a result of this feature.)



## RECRUITING FOR 1970

In addition to his other duties, Mr. Shedlowe, Chief, Radar and Communications Section, KC-630, decided to do some advertising for FAA. His project was a conducted tour through K.C. tower and center. The tourists were third grade pupils of Tomahawk School, Prairie Village, Kansas. Their interest in aeronautics was fostered by their teacher, a former Mid-Continent stewardess.

Mr. Shedlowe found the trip rewarding in many ways and treasures 29 thank-yous with grateful messages such as: "Thank you for the arrangements you made so we could go to the airport". "We had a wonderful time." "We enjoyed it." "Thank you for letting us go up in the Control tower." "We drew a picture of what we liked best about the airport." "I enjoyed the tower most of all."

We feel that our younger generation can profit from such trips but of course any trip must be planned and permission must be obtained in advance, so please ask, as Mr. S. did, before you take your young folks through the airport.

## TOPEKA ATFO

Now that the new FAA has passed the half-year mark, we thought it would be interesting to take note of the changes here at Topeka, Kansas.

Although the station is just a small part of the "whole", we, too, are having a rapid expansion. The last six months have been an adjusting to many things, including the training of our tongues to say "FAA" instead of "CAA". The station personnel has grown from five to nine, including additions of an

electro-mechanic, stenographer, and a relief electronic specialist. A direct result of this increase has been enlargement of our office space. (It is a little hard to get desks, files, chairs, bookcases, etc., in the space we had been occupying for the last ten years. What a surprise to see floor space again! No wonder we walk into our spanking new office each morning with grins on our faces.)

More of our additions include TACAN, which was installed in May and flight-checked for a non-commissioned basis on May 29, 1959. Also, three Micro-Wave sites will be commissioned in the near future.

The men are busily applying themselves at the book-learning end, too. Four have been down at the Aeronautical Center during the last two months. We are looking forward to having a full crew back together by the middle of September.

Yes, time may march on; but the FAA is marching too - and giving it a good race.

## GRAND ISLAND, NEBRASKA HIT BY DELUGE OF HAIL

Saturday evening, June 27, about nine o'clock, the Grand Island airport and surrounding area was pelted by hail the size of baseballs.

The Mayor of the city of Grand Island estimated the damage at the airport alone at \$150,000.

All the windows in the FAA here, facing the west, were broken out and the Venetian blinds were battered and twisted beyond repair.

Electronic Maintenance technicians were called out to make emergency repairs at the Low Frequency Range and the VOR, where numerous holes were knocked through

the west wall of the VOR building.

Maintenance men returned both facilities to service in short order and swept up broken glass and hail that lay four inches deep on the desks and office floor.

Windshields and windows were broken out of the panel trucks and jeep which were parked near the office building.

Extensive damage was done to the bodies of the trucks. An estimate of the cost to repair a 1959 Ford panel truck was set at over \$700.

Ironically, the only FAA vehicle to escape damage was the oldest truck, a 1954 model which was out of the storm area at the time.

We here at Grand Island enjoy reading FLIGHT LINES.



### NEW ARTCC PLANS

After considerable delay and strong headwinds, we have been given the green light to proceed with what will ultimately result in new Air Route Traffic Control Centers for Region III.

Each of the new Centers will basically follow the same plan with whatever local adjustments are necessary as to terrain, etc. An artist's drawing of the new Center plan is shown below on this page. Basically it

consists of the 2-story Main Center Building containing from 50 to 70,000 square feet of space, plus two additional buildings which will house administrative offices.

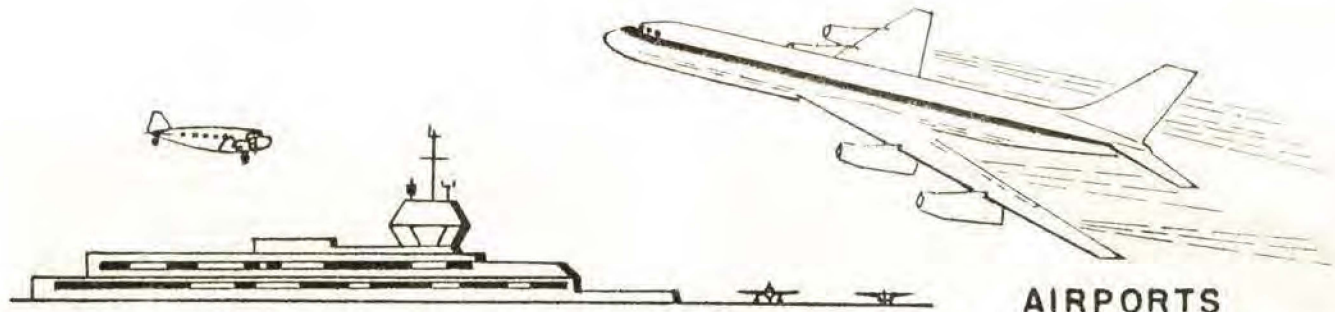
Ground-breaking is scheduled for January 1, 1960 for the new Kansas City Center to be located in Olathe, some 20 miles southwest of Kansas City. Site of the new structure will be a 9-1/2 acre plot near the intersection of U. S. 50 and K-150. Completion of the building is scheduled for November 1, 1960 and occupancy by July 1, 1961.

The Chicago Center will be constructed on a 12-1/2 acre tract on Indian Trail Road in Aurora, about 35 miles west of the Chicago loop. Ground-breaking there is also scheduled for January 1, 1960 with approximately the same completion schedule as Kansas City.

Building costs of the new Centers will be about \$1,800,000 each, including necessary engineering and other costs, with about \$250,000 additional being spent to install the \$2,000,000 worth of electronic and radar equipment in each of the Centers.

Construction of the new Centers is necessitated by the need for additional space and to conform to the new requirement that the Centers be located away from high density areas, and further that they be constructed to conform to prescribed safety requirements in the event of emergency.





## IT "LISTENS GOOD" BUT WHAT DOES IT MEAN

(First of a Series of Nomenclature Articles.)

During the training program for new employees, representatives of the Airports Division have encountered a general problem regarding terms used in FAA. Some of the new employees are engineers, while others have a legal type of background. It is not necessary to explain engineering terms such as runway, taxiway, base course, etc., to the engineers; however, clear zone, approach surface, transitional surface, etc., were a problem to all. Further, terms used in conversation with other divisions are new to these employees; for instance, What is a VOR, and is it the same as an omni? What is a TACAN or a VORTAC? What is Scater?

We feel that a general understanding of terms that are commonly used in the Airports Division will be of interest to other employees, field as well as regional, clerical as well as technical and professional.

"Runway grade" is the change in elevation in feet per 100 feet measured along the runway centerline expressed as a percentage. The "runway gradient" is the product of the runway length in feet, divided by the difference in elevation in feet of this entire length, expressed as a decimal. The "transverse grade" is the difference in elevation for each 100 feet measured at right angles to the runway centerline. A "back slope" is the relationship between difference in elevation and distance measured horizontally and at right angles to a specific reference line such as runway or ditch. It is expressed as a

ratio; for example, "5:1" means 1 foot difference in elevation for each 5 feet of distance measured horizontally.

"Bituminous concrete" or "hot-mix" is a mixture of well graded aggregates, heated in a batch plant with bitumen, which, when placed and rolled hot, forms a dense, hard surface. The bitumen content may be either asphalt) in which case the mixture would be called "asphaltic concrete") or tar. "Blacktop" or "mixed-in-place" asphaltic surfacing consists of a mixture of graded aggregates, unheated, mixed on the pavement with liquid asphalt and rolled to provide a wearing surface. "Sub-base" and "base" are the materials directly under the "surface course" paving material designed to provide certain load bearing capabilities. Usually a base course of crushed rock or sand is placed on the granular subbase. The base course to support a bituminous surface is usually a coarser material designed specifically for placing on the subbase. "Surface Course" is the final wearing surface composed of either "Bituminous Concrete" or "Blacktop" placed on the Base and Subbase, and is usually much thinner than the underlying courses. A "Seal Coat" consists of an application of liquid bituminous material to the pavement surface, followed with a cover of sand or stone chips to provide a light color and non-skid qualities to the surface.

"Aggregates" may be either a mixture of crushed stone selected and obtained in desired proportions by screening with various-sized mesh or may be natural mixtures of sand and gravel, sometimes called "bank run".



Intrepid Birdman Jim Popp, erstwhile Airport Engineer on District-3 staff, is shown conserving energy for the arduous task of insisting on specification construction, adequate clear zones and subordination of mineral rights at his next stop.

#### LET THE PEOPLE KNOW

Based upon the response and results believed to have been achieved on an "Airport Forum" held at Kansas City and a later one conducted at St. Louis, DAE-1 is extending his program of information dissemination down to a more localized coverage.

A series of four additional meetings have been scheduled: Sikeston, Missouri, August 19; Springfield, Missouri, August 20; Wichita, Kansas, August 26; and Dodge City, Kansas, August 27. They will be co-sponsored by the local aviation officials of the host cities and will be open to the public. It is the intention that by providing convenient sectional meeting places, persons in the surrounding area concerned with the planning, development and operation of public and private airports will be provided an opportunity to get answers to their questions.

The subject matter will not be confined to FAAP development, but rather is designed to have a general coverage. Safety and Air Traffic Control personnel of FAA will assist in panel discussions.

The new Chief of the Aviation Section of the Division of Resources and Development, State of Missouri, is Mr. Joseph H. Frets.

Having gotten his feet wet, Don Coogan has waded on out to the deep waters of Program Administration and is stroking away confidently and competently. Filling the Program Officer vacancy created by the inter-agency transfer of Tom Brown, Don came with us after a well-rounded experience as a legal officer at Continental and Alaskan Navy installations.

#### AND NOT A WHIFF OF NEPOTISM

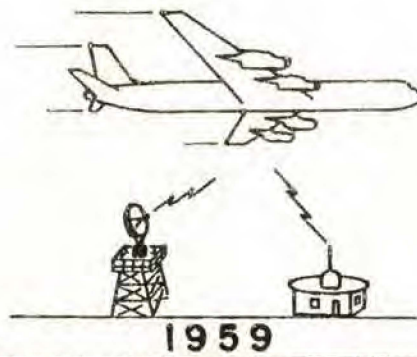
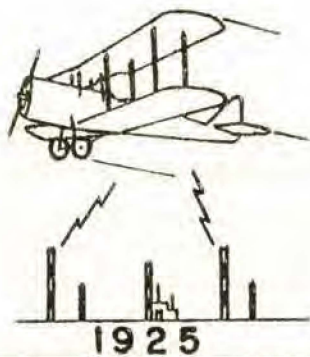
Names are never nearly so engrossing as the people who use them as identifying handles. But in and of themselves, names are interesting. Even in a relatively small organization, a quick check of the directory reveals that, logically, the numerical first ranking goes to the Smiths (allowing for one high-falutin' Smyth) with 3: Robert P., DAO-2 Lloyd A., DAO-5 and David J., K. C. Tied to "place" are the Whitneys: Dorothy M. and Kenneth E., Both K. C., and the McGuires: Harold M., DAO-1 and Alice K., DAO-4.

Then, with a little felicitous inflection and poetic license, there are Cogan, Barbara C. and Coogan, Donald M., both K. C., and Butcher, Wendell V., K. C. and Boucher, William B., DAE-2.

But surely there can be but one Knoepfle. (How was that last again, slowly?)

#### OPEN HOUSE

Mark October 3rd on your calendar, for on this day FAA Aircraft Service Branch is holding open house in their hangar at Fairfax Airport. This event celebrates one year of occupancy in the new hangar and will afford all FAA personnel and their friends the opportunity to see how our aircraft are maintained and serviced. According to L. A. Bichmeier, Chief, Aircraft Service Branch, there will be free popcorn for all.



# AIR TRAFFIC CONTROL

"FAA's MOST CHALLENGING MISSION"

## DIVISION OFFICE

We wound up FY 1959 June 30th with a total of 3,210 people on the ATC payrolls. Now just in case some "sharpie" decides to challenge this figure, based on apparent discrepancies between the FY '59 authorized staffing figures that have been quoted in this column in previous issues of FLIGHT LINES, we will try to explain it. Our previous figures did not include 88 AMIS positions, which are paid from reimbursable funds provided by the military. Additionally we picked up 4 positions (and people) from the Regional Administrator's staff on 5/15/59, when functions of the Airspace Utilization Office were transferred to our Division, under the Planning Branch. Now, lumping all of the foregoing together, it adds up to a total authorized staffing of 3,203 (AMIS positions included, this time!). So, you say, "how come we got 3,210 people?". Very simple. Through the zealous recruiting efforts of the Personnel Division, in collaboration with Les Putnam (KC-524), we hired a net of 7 more people than we were authorized! The specific figures show we are 8 over (3,123 on hand vs. 3,115 authorized) in regular, FAA financed positions and short 1 (88 authorized vs. 87 filled) reimbursable AMIS position. Net overage, 7. This has never happened before, since despite our best plans and recruiting efforts we usually come up with a few positions unfilled at the end of the FY, caused by the unknown number of resignations and losses due to other factors that occur during June and the lag that exists in recruiting and hiring replacements. This year, we apparently "bet on the come" and slightly overestimated our June attritions. However, the Moneybags Dept. (KC-80) tells us "No

sweat"! This is unlike other years we can remember, when certain people who would have been held responsible for hiring any excess personnel over authorized staffing ceilings would have started making reservations for room and board at a Federal hostelry about 25 miles upriver from MKC!

PLACES VISITED: Since the last issue, to this date of writing, I managed to visit: OMA ATCS, Twr; SUX CS/T; FSD CS/T; ATY ATCS; MSP ATCS, Twr, Cntr; RST CS/T; ALO CS/T; CID ATCS, Twr, (opened 6/30; and OKK Airport. A day of widespread TRW low cigs and vsbys grounded us at MSP June 30th and cut about 4 additional stops off our intended itinerary; however, during July we visited a number of facilities in the Wisconsin and Michigan Peninsula area.

## ATCS CHIEFS' CONFERENCE

As we mentioned in the June FLIGHT LINES all of our ATCS Chiefs or their designated representatives attended a conference held at Kansas City June 22-26. The conference was held in the Pickwick Hotel, 0900-1700C daily, although pre-conference and post-conference sessions were conducted on most days outside the normal hours (we are not referring to the extra-extra curricular sessions at such places as (1) the ball park, (2) the Starlight Theatre, (3) the Capri Theatre, (4) the Jungle Club, (5) the Folly Burlesque, and others, according to individual inclinations and tastes). We were fortunate in having representatives from Regions 1, 2 and 4, also the OMD (OKC), Washington Office, and other Divisions in our own RO, including the Regional Administrator's Office, in attendance at several sessions, to discuss

problems and present information to the conferees on matters of common interest in their areas of jurisdiction. Miss Jean Stebens, of the Wage and Classification Branch (Personnel Div.), Washington Office, gave a very informative and interesting talk on Classification Standards, particularly relating to ATCS positions, and her intimate knowledge of the field problems in this area was evidenced by her ability to answer the numerous questions brought up by the facility chiefs. Bud Cole, of the Flight Service Section, Facility Operations Branch, Washington Office, had considerable information on future plans affecting ATCS operations. J. R. Kennedy, of Weather Communications Section, gave a rundown on future improvements for our teletypewriter systems, with increases up to 100wpm in the offing, later to go to 600 wpm! R. O'Neill, Operations Training Section, talked on plans for providing each ATCS with improved training aids, such as tape recorders, projectors, and other devices to make training more comprehensive and effective. Get your Chief to fill you in on details.

We feel this conference was well worthwhile, and long overdue, since it had been many years since an ATCS meeting had been convened and this is the first one since the former Third and Fifth Regions were combined. It afforded us an opportunity to meet several Chiefs we had not become acquainted with personally heretofore, which was likewise true for most other representatives of our Division. We are going to try to hold similar conferences yearly now, funds permitting. Elsewhere in this issue will be pictures taken at the conference.

#### FAMILIARIZATION FLYING PROGRAM

You will probably have received your FY 1960 quarterly allotment of funds for use of rental aircraft before you receive this issue. No doubt you will have already complained about the limited money allotted to your facility. This results from a simple arith-

metical problem; i. e. the money currently available divided by the number of facilities participating in the program (the amount of money per facility is also dependent upon the size of the personnel complement, to some degree), and the resultant amount per facility is quite small. We recognize this. However, we are very interested in promoting a worthwhile familiarization flying program in the field, since we feel that it is an important contribution toward increasing knowledge and familiarity with the pilot's problems and acquaints our personnel with the facilities and services of the ATC system from the user's perspective. With this objective in mind, we have already requested additional funds from Washington - so we will let you know how we make out when we hear.

#### NEW FACILITIES AND SERVICES

The Kansas City and Indianapolis centers will soon be getting additional long range radar facilities which will increase their respective areas of coverage and radar service. Kansas City will start using the Air Defense radars at Omaha and Hutchinson, remoted to MKC by microwave link, and Indianapolis will likewise be using an ARSR-1 radar at London, Ohio remoted via microwave link. The prospective dates for flight check of these facilities: Omaha and London, Aug. 10; Hutchinson, Sept. 21. These are best "guesstimates" received from KC-625.

#### PERSONNEL SQUIB

Congratulations are in order for Melvin L. (Jack) Koehler, who was promoted to Deputy Chief of the Procedures Branch on July 12, 1959. Jack replaces Ed Basel, who recently transferred to Washington.

We welcome to our Branch a new clerk-stenographer, Mary E. Stansbury, who transferred to us from Social Security. Mary replaces Pat McCormick, who transferred to Planning Branch. Although we are sorry to lose Pat, we are sure that Mary will be a most efficient addition to our staff.





Rockford, Ill. Tower was fully staffed to handle recent rush of business occasioned by Experimental Aircraft Association Convention held there in August. ↓



Bob Selfridge, Airport Manager, 3rd from left pointing to extension being added to runway 36 at Greater Rockford Airport. FAA's Bill Knoepfle, District Airport Engineer, Enoch Anderson, Chief of Airports System Planning Branch, and Clyde Pace, (rt.) Chief of Airports Division, survey construction. ↓



Able assistance in the Wichita General Safety District Office is provided by gals Friday Queenie Snyder and Lois Hanson. ↓



Receiving suggestion awards from Edward C. Marsh, (rt.), Deputy Regional Administrator, are Milton Zeuner (left), and Louis E. Hollis (center) ↓



For the first time in many moons Air Traffic Communications Chiefs from all over Region 3 gathered in Kansas City during the week of June 22-26, 1959, for an important conference. The purpose of the gathering was to review objectives and programs of FAA relating to ATCS operations.

Following words of welcome from our Administrator, Leonard W. Jurden, George Kriske, Chief ATC, opened the Conference, followed by G. Arey, Deputy Chief, ATC. Fred Lorch, Deputy Chief, Operations Branch, served as Conference Chairman.



Way back when. . . G. W. Trumbel (left) Lone Rock, re-enacts the day when, as a telegraph messenger boy, he delivered orders to report for duty with the Lighthouse Service to C. N. Schwab, Omaha. Enjoying the affair is Conference Chairman Fred Lorch, Deputy Chief, OPS. Branch-MKC.

It was a great day for Oldtimers. Here we see B. H. Barker (left), Ottuma, and C. N. Schwab (right) Omaha, comparing notes with E. E. Frain, Hill City, youngest ATCS Chief in the region.



ALL CHIEFS - - - - - NO INDIANS !



Can you identify our Mystery Pilot?

?????

The long arm of the Washington Office has beckoned again. This time the call came for three of our old time inspectors. Glenn Brown of GSDO #11 has accepted a position in FS-40, Safety Regulations Division. Ralph Horn of GSDO #3 is going to be headquartered in FS-460, Business Aircraft Operations Branch. Gerald Krehbiel of GSDO #19 will be in FS-340, the General Aviation Branch. We in General Safety will certainly miss these inspectors, and wish them well in their new assignments.

Clyde Ice, one of the real old timers in the aviation business, recently celebrated his 70th birthday. His celebration was a routine spraying of 500 acres of farm land. He followed this up by spraying 600 acres the following day and 700 acres on the third day. Many of you old timers will remember Clyde as the first pilot to barnstorm a tri-motored Ford, and is a legend in the middlewest - having barnstormed this area in the late 20's.

NEWS FROM THE DISTRICT OFFICES

Mrs. Floydine Murphy, GSDO #20 at Springfield, Mo., was honored in a ceremony at Springfield on July 17 upon the presentation of an Incentive Award. The TV station KTTs of Springfield took pictures of the ceremony, and these were shown on the evening newscast.



At a recent Flying Farmers fly-in at Midland, Michigan, traffic at the Midland Airport was so high that at times 20 aircraft were in the traffic pattern continuously, and from 9 to 15 on final approach at one time. On departure there were at least 30 aircraft awaiting take-off, and take-offs were - by actual count - averaging 4 a minute. With all of this traffic, there were no incidents, no near-misses, and no cut-offs. Such a concentration of flying activity certainly speaks very well of the ability of the average pilot to handle a situation where he has no one but himself to depend on.

On a weekend surveillance trip, Inspectors from the St. Louis office were cruising in a helicopter and noted a small aircraft buzzing the residential area. They followed the aircraft, and when it landed they landed along-

side. The pilot was quite indignant when the boys "wrote out a ticket" for him. (Enforcement in the modern manner.)

There is an increasing trend, according to District Office reports, in the leasing of aircraft. Because of the tax situation, many companies find it profitable to contract for the lease of aircraft from a local operator. Where several companies contract with one operator, he can provide both aircraft and pilots for the exclusive use of several companies with a minimum investment and obtain maximum usage of the aircraft. For all practical purposes, each company has an aircraft on call at all times, and yet it is not necessary for the leasing corporation to have an individual aircraft or crew for each company.

In keeping with our plan to acquaint you with one another, we are printing a group picture of our Detroit GSDO personnel. Left to right: seated, Hazel Smith and Inez Davidson; back row, William C. Richardson, Allen C. McDonald, Joseph J. Manning, Robert F. Koester, Ralph B. Ruedy, Frank W. Skopin-ski, and Thomas S. Murphy. ↓



Forty-eight students were recently graduated from the University of Illinois approved Air Frame and Power Plant School. Inspectors at our Springfield, Ill. office spent a week conducting the written and practical examinations for the mechanics certificates.

### DISTINGUISHED VISITOR

KC-250 was selected by our Washington Office to introduce Lt. Col. Ken R. Eckart to the mysteries of Regional operations. Col. Eckart of the U. S. Army is Assistant to the Chief, General Operations Branch in Washington (FS-440) and is one of six military personnel assigned to Flight Standards. We in the Operations Branch enjoyed Col. Eckart's two week visit very much, and welcomed the opportunity to exchange ideas.

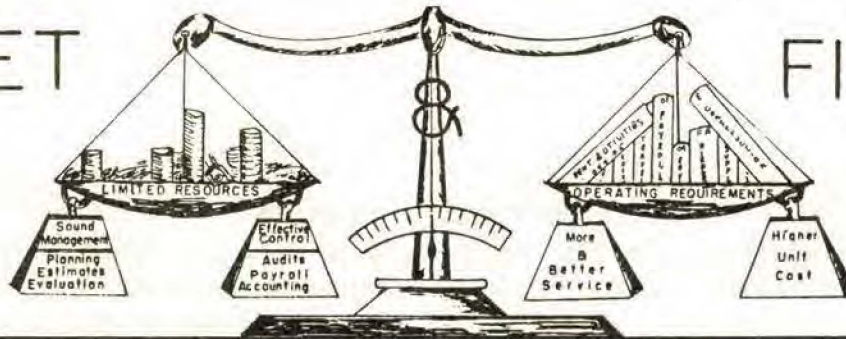
### THE MYSTERY PILOT

Many of our aircraft inspectors have a diversified background. Many of them have piloting experience. Such an inspector is Fred Becchetti of our St. Louis office. Mr. Becchetti started his aviation career engaging in barnstorming activities among the Hibbing, Minnesota area during the years 1926 through 1927. He states he sold tickets, wiped off aircraft, was chased off airports, and was general leg man. In 1928 he joined the Army Air Corps and was assigned to Chanute Field, Rantoul, Illinois, for aviation technical training. Here he had the opportunity to work on Hisso's, Liberty and Curtiss Wright D-12 engines. From there he was assigned to Brooks Field, San Antonio, Texas, an Army Air Corps Primary Training School where they were using Consoli-



(Cont. on page 22)

# BUDGET



# FINANCE



Gerald G. Garrett  
Chief, Fiscal Branch, KC-72

### G WHIZ!

The trying task of balancing the family budget in these days of the 50¢ dollar is no easier for G. G. (Gerry) Garrett, Chief, Fiscal Branch, than for many of us with considerably less experience in financial management. However, facts and figures have seldom stumped Gerry since joining the Budget and Finance Division in February 1957. The vigorous manner in which he tackles the problems which frequently occur in an assignment such as his indicates that he is happiest when engaged in the business of accounting. Gerry believes that accurate, timely, complete and reliable accounting information is one of the most useful tools to management in the financial administration. He is dedicated to providing the best possible accounting service and helping management to use this service to its best advantage.

While you won't find Garfield, Arkansas, listed in the index of Rand McNally's Road Atlas, the town near which Gerry made his first appearance in January, 1923 can be found on the map (20/20 vision required). Shortly after graduating from high school at Diamond, Missouri in 1941 he enlisted in the U. S. Coast Guard. During his tour in the Coast Guard, he served with the amphibious forces in North Africa and the South Pacific. After his separation from the service in 1945 he attended Southwest Missouri State College, Springfield, Missouri. In the summer of 1947 he transferred to Oklahoma A&M College (now Oklahoma State University) where he received a B. S. degree in Commerce. He also taught college accounting for three semesters while completing graduate work. During this period he passed the Oklahoma Certified Public Accountant's (CPA) examination. Later, in 1953, he also obtained a CPA Certificate from the State of Missouri. After completing his education in July, 1950, he accepted employment with Arthur Young & Co. of Tulsa, Oklahoma, a national public accounting firm, where he worked as a Junior Auditor, then Senior Auditor, until August, 1953. As Cusack, Bryan & Co., a local public accounting firm in Carthage, Missouri, offered employment requiring less travel and affording an opportunity for more diversified experience, Gerry joined the firm as a Senior Auditor. His final position before coming to CAA in 1957 was that of Supervisory Auditor with the Dallas Regional Office of the General Accounting Office, a position which he held for almost three years. In his official records, Gerry lists as his reasons for leaving the GAO: "to return to home state and better

salary". However, privately, he'll tell you that he told so many jokes belittling Texas that they ran him out of the state. Regardless of the true reason, it suffices to say that the GAO's loss was CAA's gain.

Gerry met Eileen, an auburn-haired beauty from Nevada, Missouri in May, 1951. After a whirlwind courtship they decided to make it a "Merry Christmas" and were married on December 23rd. Rodney, age 6 and Gerry Ann, age 3, provide plenty of "entertainment" for Mommy and Dad. As is the case with most youngsters their age, there is always a question as to what they will think of next!

If you're "gun shy", the Garrett household is no place for you to hang out. In a little nook in his home you'll find most any type and caliber weapon one would need for hunting or target practice. Gerry is no exception to the general rule that most hunters are also fishermen. At present he has his sights set on buying a fishing site in the Ozarks. Not the least important of his many hobbies is that of collecting coins. While this is a hobby he acquired rather recently, it also became particularly interesting for Rodney - especially the day he discovered that a number of coins had "disappeared" from his piggy bank.

#### TRAVEL TIPS

Of particular interest to travelers are recent amendments to the Standardized Government Travel Regulations effective August 1, 1959. Regional Circular No. 22 has been revised to include these amendments and we suggest you review the changes before preparing your August voucher.



Short-range jet aircraft for business and corporation use are being developed by several American manufacturers. They predict that within the next few years there will be as many jets in this type of flying as in scheduled airline service.

(Cont. from page 20)

dated, PT-1, PT-2 and Liberty powered DeHavilland's. From there he was transferred to Randolph Field, San Antonio, when it first opened up. At intervals he served at Kelly Field Army Air Corps advanced school. Later he returned to Chanute Field for additional specialized training in parachute rigging. After packing his own chute he made one successful jump and graduated. (If it hadn't opened, he would not have graduated).

He left the service in 1937 and went to work for Northwest Airlines, Minneapolis, an overhaul base, and also at their Chicago base, employed as a mechanic.

In 1941 he joined the CAA and was first assigned to St. Louis as Associate Aircraft Inspector. From there he was assigned to Huron, South Dakota, GSDO as Aircraft Inspector. In 1947 he was assigned to Des Moines GSDO, and after 12 years with the CAA and FAA, he is being assigned right back where he started - St. Louis.

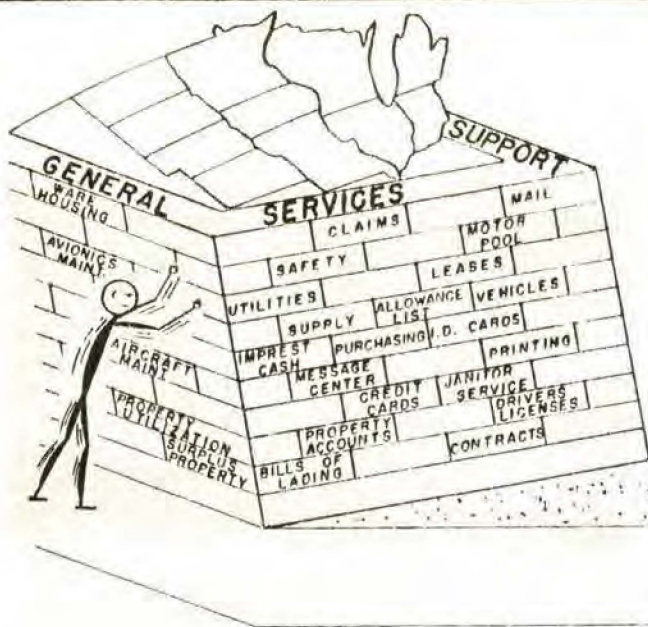
#### CLIP CLIP

Our Public Information Office wants to know what the Press is saying about FAA. Please forward any and all items, articles, or pictures about FAA or our people to KC-4 in the Regional Office. Be sure to include publication name and date.



#### AIRBORNE RADAR REDUCES WEATHER HAZARD SAYS FAA

The FAA has proposed to amend the Civil Air Regulations so that all passenger carrying transport aircraft will be required to carry airborne weather radar. This decision followed a survey of air carrier accidents for the years 1950-1958 which showed a marked decrease in accidents due to weather causes immediately after this type of radar became available to the carriers.



### PRINT FACTS

Do you know how much printed material is being turned out in our Printing Section in Room 117?

Just to say that the present output is better than 10 million impressions per year doesn't mean very much to a person not associated with the printing business. But considering that most of our printing is done on 8x10-1/2 inch paper, and if each of these 10 million sheets were placed end to end, the strip would be 1657 miles in length. In other words, one could walk on this paper from Kansas City to Los Angeles (1621 miles) and have enough paper left over to write a 36-mile long letter back to the Regional Office. Anybody for a walk?

### CONSTRUCTION PAYROLLS PROJECT ENGINEERS

Many contractors' certified payrolls are being received without the signature of the FAA Project Engineer, although all contractors have been notified not to send such payrolls direct to the Procurement Branch. In some instances, it is noted that FAA Project Engineers are preparing memorandums transmitting Form KC-484, Payroll. This is unnecessary. Sign the block in the lower left corner and route to KC-170. If you disagree with the statement contained in this block, it may be amended.

### WHO GETS SHOT?

We're used to getting varied and sundry requests for service but a note received in the mail stating, "I want my husband shot, but not me", had us thinking things were going too far - that is, until we pinned it down to the fact that the lady was merely requesting a polio shot for her hubby.

### CENTER PLANS GO FORWARD

Options to purchase the lands upon which Center Buildings at Olathe, Kansas, and Aurora, Illinois, will be located have been exercised. Title papers are being processed to the Attorney General for examination and final commitment.

### REPORT OF SPACE USE BY BUILDING

Standard Forms 123, Report of Space use by Building, are being mailed by General Services Administration to field facilities requesting that these facilities make reports on space occupied by them. As in the past, field facilities should forward these space inquiries to the Regional office, Attention: Lease and Utilities Section, KC-188, for completion.

Mary Grogan, week-end "hacker" of Procurement Branch, along with 176 of the State's better amateur shooters, entered the State Annual Golf Tournament at Hickory Hills Country Club, Springfield, Mo., the week of August 3-8. She qualified in the championship flight which was cut off at 32 players. In the first round she lost to the 1956 State Champion in a hard-fought 18-hole match, and lost in two other 18-hole matches to be eliminated from the tournament on the second day. Better luck next time, Mary!!

Region 3 claims honors in having the only 2 FAA gals as participants in the 1959 All Woman's Transcontinental Air Race, an annual event for women pilots, sponsored by "The 99's", Women's Aviation Organization. This years race was from Lawrence, Mass. to Spokane, Wash., July 4-5

Two FAA gals, Carol Baney, Minot, S. D., ATCS, and Dorothy Lee, Rapid City ATCS, each entered the contest.

While our gals were unfortunate enough to be "weathered out" of possible winning, they do represent the interest our people have in our own product - flying.



Carol Baney, left and co-pilot Ann Ross Anderson with their Mooney 20A.



Dorothy Lee seen with her Cessna 140 during stop at Kokomo.



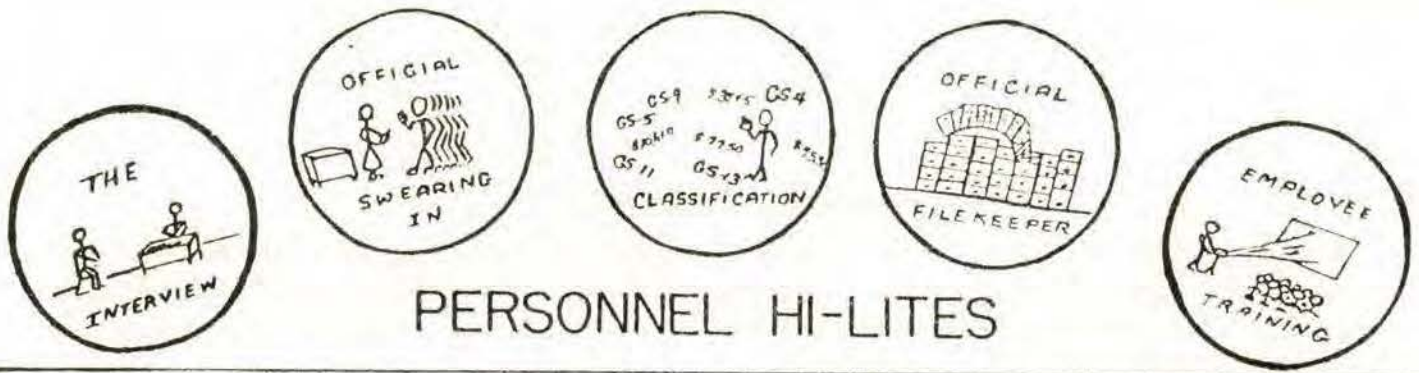
Dick Fitzek, ATC Resident Inspector, BHL, Mary Ellsworth, LAF-ATCS and J. Croft, Ind. GSDO Assist. with flight plan and weather briefing at Kokomo.

In recognition of their participation in the Air Race, Dorothy Lee and Carol Baney spent 2 days in the R. O. getting acquainted with the "Big City facilities", visiting TWA's overhaul base and 707 Jet, and receiving Certificates of Commendation for taking part in the event.

Shown receiving special Award of Commendation during visit to the R. O. Dorothy Lee, left, and Carol Baney pose for camera with, left to right, Edward C. Marsh, Deputy Regional Administrator; Leonard W. Jurden, Regional Administrator; and George Kriske, Chief of ATC.







## PERSONNEL HI-LITES

### ANNOUNCE REGIONAL WINNERS

The One-Month Suggestion Drive winners are: Walter J. Kruse, ANF Division, Minneapolis; Herbert A. Gustin, Jr., ATC, Detroit; and Carl Hatfield, ATC, Aberdeen, South Dakota.

The supervisors contributing the most to the Incentive Awards Program since October 1, 1958, are: Arthur R. Eno, Chief, Flight Inspection Branch, Regional Office; Leo McGuire, Supervising Airplane Pilot, FIDO 2, South St. Paul; and Richard Carmen, CS/T Chief, Springfield, Illinois.

Individual and supervisor awards are: \$50.00, \$35.00 and \$25.00 respectively.

The Incentive Awards Committee based the individual selections on the number of suggestions submitted, number of adoptions and the amount of the awards.

The Committee based the selection of the supervisor on speed and thoroughness of the supervisor's evaluation of a suggestion. In addition, the Committee gave credit for the proportion of a supervisor's employees who submitted suggestions and the number of the suggestions which were adopted.

### LIFE INSURANCE WAIVERS CANCELLATION

It is possible for an employee requesting cancellation of a former waiver of life insurance coverage to think he has coverage when he does not. That is, unless certain procedures and time requirements are met.

To alleviate this condition, the Regional Office return address is being stamped on each "Request for Insurance", Standard Form 51, sent to the Office of Federal Em-

ployees Group Life Insurance, so that it will be returned to the Regional Office in time for proper processing.

If the request is not entered into the records of the Payroll Office within 31 days after approval by OFEGLI, the authorization is void. Employees and supervisors should send the approvals to KC-90 immediately if they happen to be returned to the field installation.

### CONFUSION RESULTS IN DELAY

Many times the Personnel Division receives a resignation from the field advising of the effective date, but when the Time and Attendance Report reaches the payroll office the dates do not agree.

The last day shown on the T & A report must coincide with the effective date shown on the resignation form. All variations must be resolved before payment can be made. Through cooperative effort in field between T & A clerk and the employee concerned, many disturbing delays can be avoided.



### MILITARY READY RESERVES

To be valid, a Certificate approving participation in "Ready Reserves" must be signed by the Regional Administrator. Requests should be forwarded through normal administrative channels to the Personnel Division for processing.

DID YOU SUBMIT A SUGGESTION IN FY 1959 ?

Many of our supervisors and employees did contribute suggestions to make the Incentive Awards Program for FY 59 our best. The progress shown below is the result of better suggestions being submitted by you and the added assistance as well as the better evaluation of suggestions submitted by our supervisors.

<u>Suggestions</u>	<u>FY 58</u>	<u>FY 59</u>	<u>% Increase</u>
Number of Employees in Region	3930	5194	32.1
Number received	312	362	16
Number adopted	37	59	59.45
Number adopted per 100 submitted	11.88	16.29	37.12
Participation per 100 employees	7.94	6.97	Decrease .98

Sustained Superior Performance Awards

Number granted	105	150	42
Number per 100 employees	2.69	2.88	.17

After checking through these figures we find our participation rate is the only item showing a decrease during the last year. We feel that several good ideas have been submitted that were not channeled through the Incentive Awards Program.

The average number of suggestions per 100 employees, Government-wide, is 14.9. As the table shows, the number of suggestions received per 100 employees in our region is about half (6.97) that of 14.9 for all Government employees.

During FY 1959, only 276 employees in the Region submitted suggestions. With 5,194 employees on rolls one can readily see that 4,918 employees did not take the opportunity to collect some extra cash available under the Incentive Awards Program by submitting constructive ideas.

With the help of everyone we can meet or surpass the average of all Government Agencies in FY 1960. FAA needs the combined thinking of all employees. We are looking forward to your suggestions. Let's Go ! Go ! Go !



LENGTH OF SERVICE AWARD CEREMONIES

A special THANK YOU to all the field personnel who arranged and helped with the nearly sixty length-of-service award ceremonies in our region. Only through your excellent cooperation were we able to provide

the recognition deserved by those employees with many years of loyal and faithful service. The favorable publicity given these ceremonies by radio, television and the press is proof of a "job well done".

As space was available, the length of service award pictures have been printed in recent issues of FLIGHT LINES.



CEDAR RAPIDS - Sustained Superior Performance Awards for Ole L. Sawyer, (center) and A. L. Petsel (right). Presented by Station Chief J. M. Bradford



SIOUX FALLS - Fred Nicol (right) receives Sustained Superior Performance Award from Reedal Ogilvie, District Supervisor.

### COMPUTATION OF ANNUITIES

The amount of a retirement annuity payable to an individual depends primarily upon length of service and the "high-5" average salary.

Any 5 consecutive year period may be used. The 5 year period over which the average salary is computed need not start on January 1st, or the first day of any other month, or the date of a pay change. It may start and end on whichever dates will produce the highest average salary.

Consecutive service must be used. The 5 years of service over which the "high-5" average salary is computed need not be continuous, but they must consist of consecutive periods of service. Thus two or more separate periods of employment may be joined, provided there is no intervening period or periods of service to be considered.

The "high-5" average salary is computed according to following illustration:

Rate in effect from-	Length of time rate in effect			X	Annual base rate	=	Total basic salary paid
	Yrs.	Mo.	Days				
6/29/58 to 10/10/59	1	3	12	X	\$8,230	=	\$10,556.62
1/29/58 to 6/28/58	0	5	0	X	7,405	=	3,085.40
3/29/56 to 1/28/58	1	10	0	X	6,370	=	11,678.35
10/11/54 to 3/28/56	1	5	18	X	5,280	=	7,744.56
Total	5	0	0			=	\$33,064.93

"High-5" average salary \$33,064.93 divided by 5 equals \$6,612.99

CIVIL SERVICE ANNUITY COMPUTATIONS

BASIC (NO REDUCTIONS)

High 5 Year Annual Salary	Total 1st 5 Yrs.	Total 2nd 5 Yrs.	Ea. Addl. Yr. Over 10 Yrs.	TOTAL 10 Yrs. Service	Total 15 Yrs. Service	Total 20 Yrs. Service	Total 30 Yrs. Service
\$3,500	\$ 300	\$ 306	\$ 70	\$ 606	\$ 956	\$1306	\$2006
3,600	305	315	72	620	980	1340	2060
3,700	310	324	74	634	1004	1374	2114
3,800	315	333	76	648	1028	1408	2168
3,900	320	341	78	661	1051	1441	2221
4,000	325	350	80	675	1075	1475	2275
4,100	330	359	82	689	1099	1509	2329
4,200	335	368	84	703	1123	1543	2383
4,300	340	376	86	716	1146	1576	2436
4,400	345	385	88	730	1170	1610	2490
4,500	350	394	90	744	1193	1644	2544
4,600	355	403	92	758	1217	1678	2598
4,700	360	411	94	771	1241	1711	2651
4,800	365	420	96	785	1265	1745	2705
4,900	370	429	98	799	1288	1779	2759
5,000	375	438	100	813	1313	1813	2814
5,100	383	446	102	829	1339	1849	2869
5,200	390	455	104	845	1365	1885	2925
5,300	398	464	106	862	1392	1922	2982
5,400	405	473	108	878	1418	1958	3039
5,500	413	481	110	894	1444	1994	3094
5,600	420	490	112	910	1470	2030	3150
5,700	428	499	114	927	1497	2067	3207
5,800	435	508	116	943	1523	2102	3264
5,900	443	516	118	959	1549	2139	3319
6,000	450	525	120	975	1575	2175	3375
6,100	458	534	122	992	1602	2212	3432
6,200	465	543	124	1008	1628	2248	3488
6,300	473	551	126	1024	1654	2284	3544
6,400	480	560	128	1040	1680	2320	3600
6,500	488	569	130	1057	1707	2357	3657
6,600	495	578	132	1075	1733	2393	3713
6,700	503	586	134	1089	1757	2429	3769
6,800	510	595	136	1105	1785	2465	3825
6,900	518	604	138	1122	1812	2502	3882
7,000	525	613	140	1138	1838	2538	3938
7,100	533	621	142	1154	1864	2570	3990
7,200	540	630	144	1170	1890	2610	4050
7,300	548	639	146	1187	1917	2647	4107
7,400	555	648	148	1203	1943	2683	4163
7,500	563	656	150	1219	1969	2719	4219
7,600	570	665	152	1235	1995	2755	4275
7,700	578	674	154	1252	2022	2792	4332
7,800	585	682	156	1267	2047	2827	4387
7,900	593	691	158	1284	2074	2864	4444
8,000	600	700	160	1300	2100	2900	4500



# MEDICAL MEMOS

## REGIONAL MEDICAL OFFICE

### FOURTH SALK INOCULATION RECOMMENDED BY PUBLIC HEALTH SERVICE

The advisory committee of the USPHS recommended a fourth inoculation of Salk polio vaccine as a routine for infants and adults under 40. A booster dose was advocated for persons under 40 who have completed the basic, three-dose schedule at least one year before, and especially if several years have elapsed since completion of the basic series.

Others who should receive the fourth injection are those travelling to areas where incidence of the disease is high, living in areas where local epidemics are starting, with children about to enter school, living in places where sanitation is poor. Pregnant women prior to the polio season should take the fourth dose, "for the vaccine not only provides added protection against polio for the mother but also provides a passive immunity to the unborn baby".

The recommended basic schedule for all persons, except young infants, was three doses of one ml. each - an initial injection, a second four to six weeks after the first, and a third 7 to 12 months later. The booster dose also would be one ml.

For infants under six months, a series of three injections one ml. each, spaced one month apart, starting as early as two months of age and a fourth shot 7 to 12 months after the third, was recommended.

### FOOD POISONING

Certain plants, sea food, and chemicals are well known as causes of food poisoning, but most outbreaks are due to contamination of food by bacteria. The rising incidence of food poisoning poses an increasingly serious problem, in preventive medicine.

May we give you a few informative facts

about the various kinds of poisoning:

BOTULISM - caused by ingestion of toxin is the most striking form of food poisoning. The organisms inhabit the intestinal tracts of animals, contaminate the soil, and enter food as spores. Most cases of botulism can be traced to ingestion of under-processed home-canned foods, particularly those which are nonacid; corn, beets, string beans. In some persons, an acute digestive disturbance and vomiting precede the characteristic symptoms involving the central nervous system. Diarrhea may precede constipation, but the latter is usually present; a feeling of lassitude is often the earliest symptom. Difficulty in swallowing is observed early; difficulty in speech, later. In fatal cases, the patient's pharyngeal muscles are paralyzed and death results from respiratory failure. The main preventive is boiling all home-canned nonacid food for at least 10 minutes. During the boiling process the food should be thoroughly stirred and mixed so that a temperature high enough to destroy the toxin and all spores will be reached.

STAPHYLOCOCCAL - first symptom is usually increased salivation, followed by nausea and vomiting, retching, abdominal cramps and diarrhea. Headache, sweating and muscular cramping may occur. The germ grows readily in custard-filled bakery goods, milk and milk products, meat pies, boiled ham, and salted meats. The best control measure is adequate refrigeration of perishable foods.

SALMONELLA - onset of symptoms is sudden. Headache, chills or abdominal pain, accompanied by persistent diarrhea. Best preventive is better care in the cooking and storage of foods - i. e., increased use of pressure cookers and refrigerators.

"ACCIDENTALLY"

SPEAKING -



A review of the 33 personal injury accidents which occurred in Region Three during the second quarter of the year, shows clearly that most of these incidents were preventable and caused needless pain and suffering.

You can help eliminate personal injuries - the next one could happen to you.

It won't take a penny; it won't take a poster; it won't take a meeting one hour long; and best of all - you can start today!

Here's what it will take -

Continual alertness on the part of everyone.

Taking proper safety precautions - even when you're in a hurry. You are not too busy to keep living.

Using safety equipment - goggles, rubber gloves and other safety aids.

Asking someone to help with heavy lifting.

Being certain you throw the right switch.

Removing safety hazards before an accident happens.

Perhaps you can add other items to this list, even more important than these.

The FAA is growing and expanding - let's not permit our accidents to keep pace.



We're interested in

**EVERYBODY'S SAFETY**

*especially*

**YOURS!**

A vertical rectangular box containing text. At the top, it says "We're interested in" in a simple font. Below that, "EVERYBODY'S SAFETY" is written in a bold, blocky font. Underneath, the word "especially" is written in a cursive, italicized font. At the bottom, "YOURS!" is written in a large, bold, stylized font with a drop shadow effect.