

# FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3

Rose



DECEMBER 1959



## SEASON'S GREETINGS



# FLIGHT LINES

FEDERAL AVIATION AGENCY—REGION 3

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**ON THE COVER**  
**OUR WAY OF SAYING**  
**MERRY CHRISTMAS**  
**AND**  
**HAPPY NEW YEAR**

## ● DIVISION REPORTERS ●

**AIR CARRIER SAFETY**  
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**AIRCRAFT ENGINEERING**  
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**AIR NAVIGATION FACILITIES**  
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## FROM OUR REGIONAL ADMINISTRATOR

This holiday season is an appropriate time for reflections. For the moment let us reflect on 1959 — which is about to close out its flight plan.

This has been a banner year for our organization. In it we of course changed names — creating the Federal Aviation Agency and assuming greater obligations and responsibilities.

Under the banner of the new FAA great strides have been made in aviation in 1959. The business of aviation has steadily increased in volume as well as in speed.

Keeping pace with progress we in Region III of the FAA have contributed our share toward safer, more modern and more efficient movement and control of air traffic.

A product of the year has been the beginning of a means of communication for our 3rd Region family, be they in the large cities, the rural stations of the field facilities, or the Regional Office. I am referring to this medium, FLIGHT LINES, and at this time I wish to thank those who have participated to make FLIGHT LINES what it is today. To our Division Reporters and to all the others who have contributed articles, information, pictures, et al, may I say **THANKS**. All of your efforts have been greatly appreciated and have made the editor's job an easier one.

So, to the close of '59, on behalf of the Regional Administrator's Staff, may I wish all of you in Region III and throughout the FAA, Season's Greetings and best wishes for a successful and prosperous New Year.

*Marshall C. Benedict*

Editor, FLIGHT LINES



# ACTIVITIES OF THE CIVIL SERVICE BOARD OF EXAMINERS

BY ANN G. RAWLINGS, EXECUTIVE SECRETARY  
FAA BOARD OF CIVIL SERVICE EXAMINERS

The Board of Examiners has a unique function in the Federal Aviation Agency organization in that it has a dual mission; first, to provide the FAA with an adequate supply of qualified applicants for a wide variety of positions, and second, to administer a branch of the Civil Service Commission.

The functions of a Board of Examiners as defined by the Civil Service Commission are:

1. To conduct Civil Service activities at an establishment of a Federal Agency.
2. To maintain current information on personnel needs of the Agencies served and general recruiting and labor market conditions, construct tests, draft recruitment standards, and prepare drafts of announcements for specific examinations.
3. To determine the appropriateness of existing available rating schedules to be used as standards in evaluating experience and training qualifications. Whenever rating schedules are not available or those available do not meet requirements, submits recommendations for new schedules or revisions to the appropriate Civil Service Regional Office.
4. To obtain corroborative information covering experience and training of applicants from references, former employers or from the applicant.
5. To review applications for acceptability and completeness.
6. To rate the examination papers.
7. To review and act on claims for veterans preference.
8. To establish registers of eligibles.
9. To certify eligibles from established registers.
10. To audit selections made from certificates issued by the Board.
11. To consider requests for reconsideration of ratings assigned and to act on such requests.
12. To authorize temporary appointments in the absence of available eligibles.
13. To maintain necessary files and records.
14. To examine applications of employees for promotion, reinstatement, transfer and reassignment when there is some doubt as to the employee's qualifications and the position is one for which the Board has announced an examination.

15. To furnish information to the public on Civil Service matters.

16. To prepare reports as required by the Civil Service Regional Office.

The organization of the Board of Examiners is as follows:

1. Chairman.
2. Continuing Members — responsible for all rating and technical functions.
3. Panel Members — Employees — Specialists in one or more occupational field who rate applications in their specialties.
4. Executive Secretary — responsible for all administrative and clerical operations.
5. Medical officer.

The construction of a Civil Service Examination for the Re-



Civil Service Board Members, Henry L. Newman (left), Assistant Regional Administrator and Chairman of the Civil Service Board; Ann Rawlings, Executive Secretary; and Leslie Vestal, Deputy Secretary, in a conference.



Keeping the office running are (left) Madeline Farrell, Clerk Typist; Minnie Stephenson and Beverly Herring, both Personnel Clerks.

gion involves 1—a determination as to when and what type of examination is needed to meet FAA's personnel requirements, 2—design and layout of an attractive brochure or pamphlet, 3—modification of an established rating pattern or development of new rating schedule, 4—composition and reproduction of news releases, television and radio scripts, 5—coordination with 3 Civil Service Regional Offices, and other Agencies in the eleven state area, having similar positions, 6—region-wide distribution of each Civil Service Examination Announcement (publicity requires approximately 11,000 announcements and 5,000 pieces of publicity and labeling 3,000 envelopes.

When an examination is announced that replaces a former examination, all eligibles remaining on the old registers are notified and sent a copy of the new announcement with application forms, so they may establish eligibility under the new examination and be considered for appointment.

Currently the Board is processing approximately 6,000 applications a year for six separate examinations. This involves receipt, rating, registering and vouchering of applications, issuing certificates and auditing them. The rating is accomplished by a team of two employees selected from field facilities for their expert knowledge of, and experience in, the position for which the announcement was issued. For example, Chiefs of Air Traffic Control Stations, Combined/Towers, rate all Air Traffic Control Specialists and Teletypist applications; Supervisory Electronic Maintenance Technicians and District Electronic Supervisors rate Electronic Technician applications, etc. Rating teams are scheduled irregularly at 3 to 4 week intervals, depending upon the number of applications on hand. They spend 3 to 5 days to complete the rating. When an application does not have sufficient information for evaluation, the rating is delayed until the next scheduled rating time to allow the Board to obtain

supplementary information from the applicant.

When the rating has been completed, Board clerks review the application for suitability and physical fitness. Suitability determinations require verification and corroboration of arrest records, military discharges under other than honorable conditions, termination of previous employment for misconduct or unsatisfactory performance. Where physical impairments are indicated, medical histories and hospital records are obtained and referred to the Medical Flight Officer for his decision.

Applications are registered by entering the numerical score for each grade as assigned by the raters and adding points for veterans preference, if allowed.

Applicants are then notified of the results of the rating, and if rated ineligible are informed of the reasons. Eligible applicants are requested to report for interview as the need arises. They are given information about benefits of Government service and other examinations conducted by the Board.

Every effort is made to complete the rating process, including the mailing of the Notice of Rating, within 30 days from the date the application is received. If additional information is needed to complete an application, the rating process is delayed accordingly.

Verification of information and investigation about arrest records or discharges from employment or the armed services under questionable circumstances usually delays the rating process as much as 60 days. Inquiries are sent to a minimum of five former employers, school officials or personal references after an applicant has met the minimum requirements. This procedure is a method of determining general suitability of the individual.

Where derogatory information is developed, further investigation is made, and if the applica-

tion contains false statements, the applicant is confronted with the facts and asked to furnish an explanation.

If the explanation is satisfactory, the applicant's eligibility is restored. If the explanation is not satisfactory, or the reasons for the investigation involves serious charges, the application is cancelled and the applicant is notified. Cancelled applications are forwarded to the Ninth Civil Service Regional Office where they are post-audited and retained for possible appeal action.

At the time the scores are entered on the SF-57, a 4x6 register card is prepared for each grade the applicant has eligibility. This card shows the applicant's score, veterans preference, his name and address, area of availability and limitations, if any, as to dates of availability. These cards, filed by grade of position, ranked according to numerical score, make up the active register. The Board maintains examinations which are open continuously. The result is that register cards accumulate and the larger registers such as those for Air Traffic Control Specialist and Electronic Technician usually have over 600 eligibles for one grade, while the smaller registers, such as for Telegraphic-Typewriter Operator, have as few as 50 to 60 eligibles.

When an appointing officer submits a request for filling a specified number of positions at a given location, a Certificate of Eligibles is furnished listing by the highest numerical scores those applicants who show availability within 30 days for a given location. The complete application files are attached to the certificate.

Sufficient eligibles are listed to provide at least 3 for each vacancy. After the Appointing Officer selects sufficient eligibles to fill the vacancies for which the certificate was requested, a copy of the certificate is returned to the Board with the application files of persons who were not selected.

The certificate is audited to assure that selections made conform to Civil Service rules and regulations. The register cards of those not selected are returned to the active register in regular order according to numerical score for future consideration as vacancies occur.

Cards of eligibles who decline because of location, type of facility, or unavailability, are returned to the active register. Applicants who fail to reply to inquiries of availability, or who request removal of their names from the register, are removed from the active register.

Selection of any eligible for appointment removes his cards from all registers for different grades established under the same examination.

When an eligible has been considered for the same type and level position three times by the same agency, and declines, fails to reply or is not selected, the Appointing Officer for that agency may, but need not, consider him for other vacancies in the same line or level of work. An eligible's card is not automatically removed from the active register when he has declined or been "passed over" three times.

Board activities are subject to regular audits by a representative of the Civil Service Regional Office.

From the 6000 applications processed each year an average of 260 certificates are issued to FAA, and 15 to 20 other Federal Agencies in the eleven state region from which more than 1,300 appointments are made.

Busy as a beaver lately, Leroy R. Nedrow (KC-533) Air Traffic Control Specialist (Center) (Military Coordinator), has had his hands full coordinating between FAA and Strategic Air Command on "OPERATION OIL BURNER", which is an all-weather, low altitude new type training mission of the SAC.

Using B-47 and B-52 jet bombers and operating over 7 routes within the United States, 4 of which are in Region 3, the missions are planned to operate below possible detection. The job in keeping this operation separated from necessary air carrier traffic as well as keeping general aviation from being surprised by a flock of B-47s or B-52s suddenly filling their windshield.



### Speaking In Our Behalf

The Missouri Pilots' Association (MPA) held its annual Ground Refresher Course at Missouri University, Columbia, December 3-4. Appearing on a panel of experts and before an enthusiastic audience of some 300 pilots to discuss "The New FAA Approach to C. A. R. Enforcement", were none other than Paul Cannom, Supervising Inspector GSDO #1, Fairfax, Kansas, and our Regional Attorney, W. Lloyd Lane. Both "experts" turned in an outstanding performance in discussing FAA's surveillance and enforcement program.

Others representing FAA at the Ground School Refresher Course were Thomas Murphy, Supervising Inspector, GSDO, St. Louis; M. F. O'Brien, St. Louis ATCS Chief; and from the Regional Office George Kiske, KC-500, George Ireland, KC-250; and Marshall Benedict, KC-4.

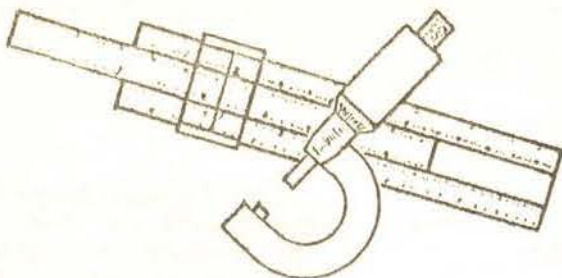


### Regional Office Civairettes Sponsor Christmas Ball

Kansas City area FAA members and guests turned out en masse for the Annual Charity Ball sponsored by the Civairettes, held this year on December 18th at the American Legion Auditorium.

A good time was held by all and especially so, knowing that the money collected at the event goes to a Civairette - selected yearly charity.





# AIRCRAFT ENGINEERING

## CESSNA MODEL 407

The Cessna Aircraft Company is developing a twin jet executive aircraft which you may see flying within the next year. The airplane is similar in many respects to the T-37A which is built by Cessna for the Air Force. The major changes include more powerful engines, the addition of wing tip fuel tanks, a revision of the cabin to provide a four passenger configuration, and moving of the engines slightly outboard from the T-37 configuration, although they are still buried in the wing root fairings.

Cessna hopes to sell this model to the military for an executive transport and would also build commercial versions of the same aircraft.

A preliminary Type Certification Board meeting was held at Cessna on November 4 concerning the applicable rules for certification of this model. The meeting was attended not only by regional office personnel concerned with the project, but also by two Washington representatives, Mr. Springer of FS-120, and Mr. Aldrich of FS-160. Mr. Jurden also attended the meeting, had a short flight in a T-37A and indicated the airplane flew very well. The applicable rules for the Model 407 will now be coordinated with the Washington office and forwarded to Cessna in the near future. Cessna anticipates a decision by the military on purchase of the airplane in the near future. They would then proceed to build the prototype. A large percentage of the engineering drawings have already been completed.

### We Issue Type Certificates

A Type Certificate is, in effect, Uncle Sam saying to a manufacturer, "The article you have made is OK and I have no objection to your making as many exact

copies as you like." It is not a very impressive looking document, but what it costs the manufacturer and the FAA frequently runs into some pretty impressive figures.

For clarification we'll talk about an airplane, although the same thing applies to the individual working parts, such as engines.

Before the manufacturer applies for a Type Certificate, he has a reasonably good idea of what he is going to build and what his new model can be expected to do. He goes to work on the prototype, the original model. When he is ready to talk business, he asks for a meeting with the FAA Aircraft Engineering Division. At least one engineer from each Branch is present to see the prototype and discuss the part of the Type Certification program which comes within his specialty. For instance, our Airframe and Equipment Branch talks about the airplane structure, our Power Plant Branch about those parts which make the airplane go, our Flight Test Branch about the tests needed before the airplane proves itself worthy of a Type Certificate, our Manufacturing Branch about manufacturing provisions to accommodate the new design. All this talk revolves around one nucleus, the Civil Air Regulations, and it is on their requirements the test program is based.

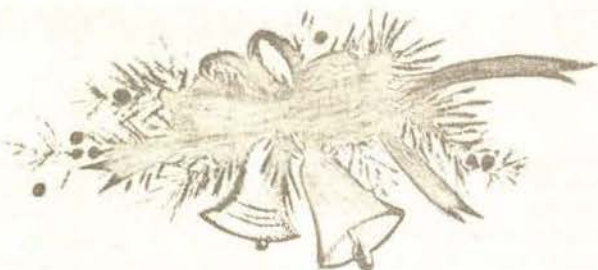
How long and how costly the test program becomes depends on a number of things, not excluding Lady Luck and Old Man Weather. Some projects run into thousands of man-hours for the Aircraft Engineering Division. There have been times when it cost the manufacturer so much to get a Type Certificate that he gave up in the middle of the stream and decided to charge his loss to experience and income tax deductions.

At the very best, the prototype on which the Type Certificate is issued is probably a hundred times as costly as any other airplane the manufacturer ever builds. For this Division it means a lot of work by highly skilled technicians; some of it at the manufacturer's plant and flying field, witnessing and conducting tests; some of it at Regional Office desks studying drawings, diagrams and test results; some of it over the conference table; some of it checking that the prototype is identical to the drawings and is of good quality.

It is to the manufacturer's advantage to build an airplane that is as safe as it can possibly be, and that is what we want, too; so our objectives are identical. But the first thing a manufacturer does after he visualizes his new model is to determine that there is a market. No use building a better mousetrap if there are no mice. Some of the buyers he contacts become very interested and want to know how soon the plane will be ready. A tentative completion date is set, but things don't go according to schedule and the testing runs way over this date. Potential customers become impatient and it is pretty hard for the manufacturer to be meticulous when he sees his sales getting away. He feels some corners could be cut, some interpretations of regulations need not be quite so stringent. That is when the engineer becomes a diplomat or a Shylock, depending on his individual ability. The final result must be an airplane which has proved itself in actual operation and through long and exhaustive testing to be worthy of a Type Certificate.

✓ ✓ ✓

And that is what we mean when we say that "we are responsible for type certification of aircraft . . ."



## SOMETHING TO LOOK FORWARD TO — SEVEN LONG WEEK-ENDS IN '60

Credit for the following good news in 1960 goes to the December issue of BEACON from the FAA Aeronautical Center, OKC.

Federal employees can thank their "Lucky 7" during 1960 with seven out of eight legal holidays bringing three-day week ends. Only the traditional Thursday Thanksgiving prevents a 1000 percentage of eight for eight.

Legal holidays looming ahead in 1960 are: Jan. 1, Feb. 22, May 30, July 4, Sept. 5, Nov. 11, Nov. 24, and Dec. 25. Of these, four are Mondays, two are Fridays, one Sunday, and Thanksgiving, Thursday.

## State Help Requested On Plane Noise Problem

FAA has requested the assistance of station aviation officials in a program aimed at winning public acceptance of jet aircraft noise or, at least, increasing the public's tolerance to the noise and lessening the shock of initial jet operations in a given area.

J. Gordon Bennett, special assistant to the FAA administrator, proposed to the National Association of State Aviation Officials a campaign which would (1) announce in advance that "the jets are coming," (2) tell the industry's story of its own noise abatement efforts, (3) emphasize safety aspects of the noise problem, (4) emphasize anew the advantages of airline traffic to the community, and (5) discuss "the promise of relief . . . through improved technical developments and . . . more satisfactory flight patterns."

Bennett said FAA is preparing material to help such campaigns. Its efforts to date on critical

problems in New York and California, he said, show that "much of the sting" of public protest in those areas "could have been drawn by thorough planning and preparation, in advance."

## Examination and Records

### Division to Oklahoma City

FAA's Examination and Records Division is scheduled to be moved in the near future from its present location in Washington, D. C., to the FAA Aeronautical Center in Oklahoma City.

In announcing the move, FAA Administrator Quesada said it was in line with plans to keep in Washington only those persons involved in over-all planning, direction and coordination of the Agency.

The Examination and Records Division comprises 112 persons who prepare and administer all knowledge examinations for civilian airmen and ground instructions. The Division also registers all civil aircraft and airmen and issues airmen certificates.

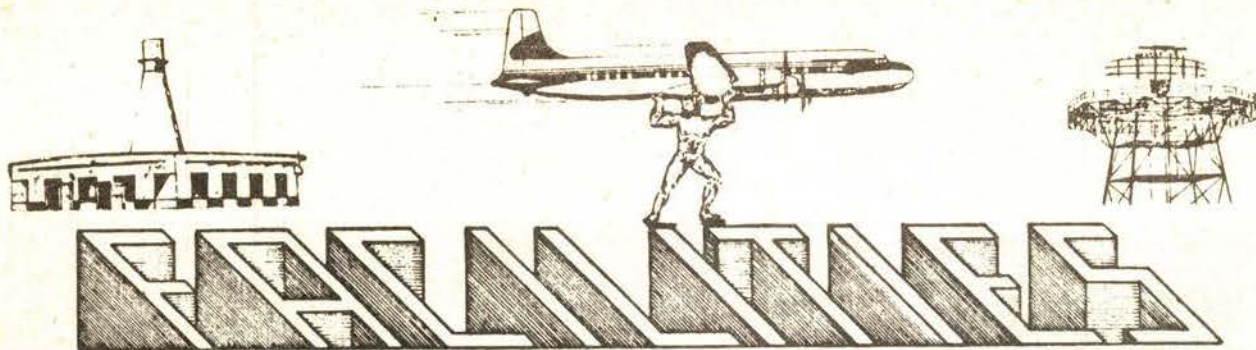
The National Association of Postmasters was told recently that the cargo carrying capacity of one airline alone in 1961 will equal the combined airline carriage of air mail and first class mail in 1957, and in two years the scheduled airline fleet will be able to offer 300% greater capacity to shippers and to the users of the postal service. Behind this growth in airlift is the increasing number of turbine-powered aircraft being delivered to the scheduled airlines. By the end of this year, the airlines will be operating 300 turbine aircraft and will take delivery of another 190 next year.

## TO MAKE LEARNING MORE ENJOYABLE

Recent visitors to the FAA Aeronautical Center in Oklahoma City report back that the new million and a half dollar Air Navigation Facilities Building #2 is a real dream. Officially dedicated November 19th with congressmen, ribbons and all, the new Facilities Building will provide space for training of electronic engineers and technicians who install and maintain radar and electronic navigational air equipment used by the FAA.

The new building has 24 classroom units, 18 laboratory rooms, and 3 roof-top laboratory platforms, 22 instructors' offices, a student lounge and a cafeteria. The building will accommodate 550 students who will spend from 12 to 20 weeks in OKC learning their trade.





## "HANK"

*(As told by his ever-loving spouse)*

**Henry Eugene Williams, (Hank)** is best known in Facilities for his unhurried southern drawl and pleasant smile which belie the many facets entailed in scheduling construction crews, dealing with contractors, ordering Government furnished materials and equipment—even anticipating adverse weather conditions. Hank as "boss" of our **Construction Section**, with the help of four office engineers and three secretaries, directs forty field employees who construct, or supervise the construction, by private contractors, of air navigation facilities established in this region and the many modernization, relocation and modification projects.

He was born October 7, 1908, on a cotton plantation in south-eastern Arkansas. He attended a one-room, country school for three years, and then his family moved to Monticello, Arkansas, where he finished school.

In August of 1927 he started working for the Arkansas Highway Department as rodman. He worked with the Department as rodman and levelman until 1932 and then as Instrument Man to Assistant Project Engineer until October of 1936.

Due to bad judgment in voting for Governor in August, 1936, it was necessary for him to seek employment elsewhere in October.

As luck would have it, he secured work as Assistant Project Engineer with the Mississippi Highway Department in Jones County, Mississippi, with headquarters in Laurel, Mississippi. (Have you read the book, "Tap Root", about Mississippi?) He remained there until April of



1938 when the Highway appropriation was depleted. From April 1938 to August 1938 he existed due to the benevolence of his mother-in-law at McGehee, Arkansas. From August 1938 until September 1941 he was County Engineer at Columbia County, Arkansas, for the W.P.A. (a million dollars worth of experience but a meager living.)

Hank then left W.P.A. for Defense work at Lone Star Loading Line at Texarkana, Tex. At that time he met Arch (Shorty) Wade. When the plant at Texarkana was completed in June of 1942 he and several others (including Shorty Wade) moved to the Kansas City vicinity to take employment at Sunflower Ordinance Plant, DeSoto, Kansas. He worked there more than a year, during which time he applied for work with CAA and was fortunate enough to be accepted. On August 16, 1943, he started his career with CAA as a Junior Airways Engineer. His first as-

signment was DLAND airport construction work at Mason City, Iowa, where he worked until December 1944.

In the spring of 1945 he was assigned to DLAND airport project at Sheridan, Wyoming, and stayed until September, at which time he was assigned to Beatrice, Nebraska, DCLA airport project. On about October 20, 1945, he received a telegram from the Regional Office telling him to report for duty November 1 for "temporary" duty assignment. Since that time he has had very little chance of getting away from the Regional Office.

Hank married a former school teacher, Jean Garner Woodard, of McGehee, Arkansas, on June 20, 1936 (temperature 118F.). They have two children. Tommy is 20 years old and at the present time in the Air Force and stationed in Germany. Martha Jane, aged 10, is at home. Hank can be found at home at 5800 Wyandotte most any time!



### MERRY CHRISTMAS

The spirit of Christmas descended upon us when Jerre Flynn did an admirable job of decorating the tree under the extreme handicap of suggestions and offers of help from the Engineers in the Radar and Communications Engineering Section, KC-630.

### FOLKS, FACILITIES AND FACTS

Wendell Byrn and Bob Hyman were in Des Moines the week of November 9 taking panoramic pictures from steel towers to determine obstructions around proposed radar sites.

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Calvin (Curly) Foster went to Denver to participate in a joint reconnaissance survey with engineers Miner and Kohlhausen of Region 4. This survey was to locate Repeater Sites between the proposed North Platte Radar and the Denver Center. Curly said it was fine to see Colorado again.

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KC-680 reports that Penny Pitzell, one of the new "girls" at Minneapolis FIDO is in the R.O. for an indoctrination. We hope



ON LOCATION. Portable VOR checking a site at Columbia, Missouri, for the proposed installation of a TVOR. Preparing for the test are Electronics Engineer E. L. Tankesley (left) and C. J. Humphreys of the Navigation Aids Section. This test site was on the fairway of the local golf course adjacent to the Airport, a fact which is probably not too popular with the local golfers.

Eula Lett enjoyed her recent vacation in Las Vegas.

✓ ✓ ✓

We think the "younger set" in FAA deserves a nice big hand. Nothing is more difficult for a new employee than getting acquainted. These young people keep an eye out for new unattached employees and have been inviting them to parties in their homes. This is typical of the spirit that has made Region 3 a better place to work. As one former Third Regioner says "we sure have raised a nice bunch of kids."



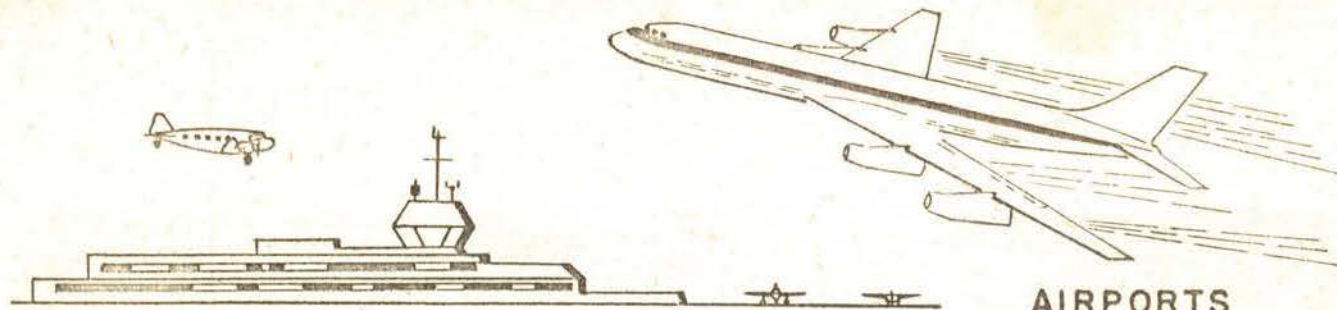
### SITE SELECTION

Selection of a suitable site for a navigation facility such as a proposed TVOR at the Columbia, Missouri, airport entails many considerations. Among the factors to be considered are its proximity to power lines or buildings from which reflections could interfere with the signal.

The site must be at least 500 feet off the center lines of the runways and on as level land as possible.

Once the equipment is set up the signal is transmitted and an FAA flight inspection aircraft checks this site for accuracy and to see what local disturbances there are in the signal.

When a suitable site has been selected ANF can then go ahead with the installation of the unit.



## MEIGS: MIGHTY MITE

If an unacquainted stranger were to be driven in a taxicab from Chicago's Loop district east to Michigan Boulevard or Lake Shore Drive, thence south along the impressive backdrop of Lake Michigan on the left and hotels and office buildings on the right, then east past the imposing facades of Field Museum and Soldiers Field, on past the Shedd Aquarium and out on a landscaped causeway extending into the blue waters of Lake Michigan with the Adler Planetarium at its lakeward extremity, then driving south along a beautiful lagoon filled with dozens of sail and powered craft nodding at anchor on its breeze-rippled surface, and finally being discharged into a waiting room crammed with suitcase and briefcase accoutered travelers — he might well believe he had arrived at a very busy but inadequate airline terminal building.

His deductions would have been correct on all points except the airline part. He would in fact be witnessing the hustle and bustle typically characterizing the daily inflow and departures of air-travelling visitors to Chicago utilizing executive and personal aircraft and one of the busiest general-aviation airports in the world, **Merrill C. Meigs Field**.

As Kansas City Municipal Airport is to the airline passenger so is Merrill C. Meigs Field on Chicago's lakefront to the general aviation user, in point of accessibility to "downtown". A five to ten minute drive usually suffices to cover the distance from hotel or office building to the airport, and vice versa.

The product of foresight and timely action on the part of local planners and the City Adminis-

tration, Meigs Field has unquestionably proved itself as an integral and contributing adjunct of the business community of Chicago. It has very fittingly been named in recognition of the man who served so ably and unceasingly for many years as Chairman of the Chicago Aero Commission.

The airport is actually located on offshore hydraulic-fill land, the bulk of which was originally constructed as Northerly Island for the 1933 Century of Progress. After the City had reached a firm decision to go forward with development of an airport on this site, it negotiated, in 1946, a long-term lease from the Chicago Park District, which held title to the fill-land.

Air port development got under way under an initial FAAP project Grant Agreement executed in June, 1947, and has steadily progressed with City, State and Federal financial participation to the present time, with a lighted N/S 3900' runway, parallel taxiway and aircraft parking aprons presently available as field facilities. Under current fifth and sixth FAAP projects additional work is being done on paved areas and a new terminal building is being constructed to replace the completely inadequate frame building built ten years ago.

A separate brick building houses a fire-equipment station which is manned by City of Chicago crash crews during hours of operations, and a control tower. The tower was for some years manned by CAA - certificated City-employed controllers, but with the rapid rise in traffic, it qualified for Federal tower operation. It is now a very busy

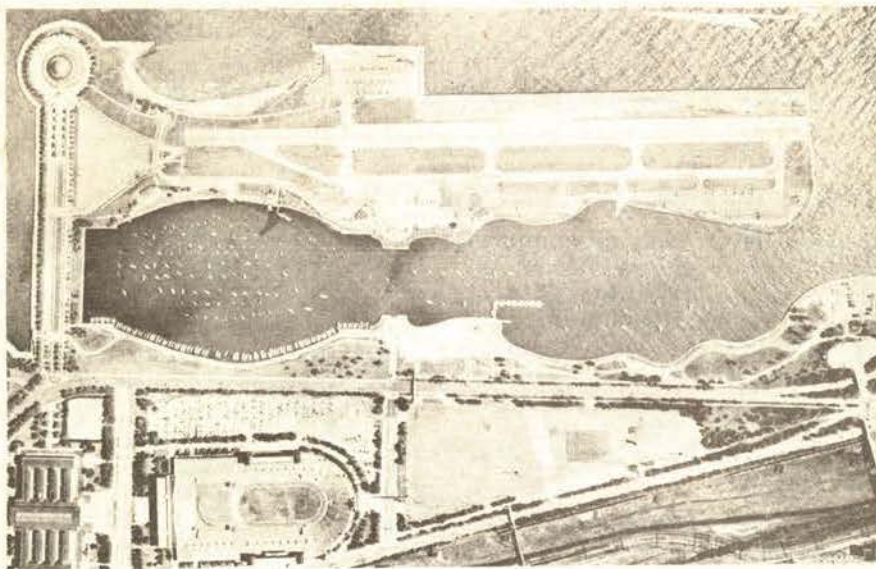
FAA tower with a staff of ten, headed by Frank Gineman.

Since it was first opened for use in December, 1947, Meigs Field has enjoyed an immediate and widespread acceptance, with the traffic increasing each year in pace with the growth of business aviation generally. In the first year of operations there were over 23,000 arrivals and departures, serving nearly 50,000 passengers. During 1958 there were 93,585 landings and take-offs. In the first three quarters of this year Meigs Field tallied 75,085 aircraft movements, and October movements were 8,497.

Record traffic for a single day was set on October 1 with 553 arrivals and departures. In a single one-hour period on August 14th, 65 aircraft were landed — better than one per minute.

This record is even more significant when considered in light of the fact that operations at Meigs Field are VFR only. It has not been considered feasible to install instrument landing facilities for Meigs Field for use under IFR conditions because of possible conflict and interference with Midway Airport IFR operations. Also, even under VFR conditions, use of the single runway is limited to cross-runway wind components of less than 15 mph for aircraft weighing up to 1500 lbs., 20 mph for all single-engine aircraft except those with tricycle or caster gear, and 25 mph for all aircraft.

With the present runway length, the lakefront airport has accommodated aircraft up to a Vickers Viscount and a converted B-24. On a normal business day, the aircraft parking aprons are an impressive showcase of all the single and multi-engine aircraft



This nearly vertical photograph of Merrill C. Meigs Field shows the mono-directional runway and taxiway layout, the high utilization of the existing aircraft parking areas, and the irregular lagoon-side shoreline which the City is considering straightening by fill methods to provide additional parking area.

in general use in business and personal flying. The normal daily pattern sees the big majority of aircraft movements consisting of incoming aircraft landing during the mid-part of the morning, comparatively little movement during the late morning and early afternoon, and starting about 3:30 P.M. a steady stream of departures, building up to a peak at the close of the business day.

It is quite a sight at this time of day to see a solid line of taxis disgorging passengers, pilots trying to corral their passengers, pay gas bills and file flight plans, and "see-er off-ers" all jam-packing the tiny waiting room of the present terminal building, station wagons shuttling pilots and passengers out to the aircraft parking aprons, and a constantly augmented line of aircraft at the takeoff end of the taxi-way being cleared for takeoff by the Tower at as short intervals as safety will permit. The whole scene is especially impressed with overtones of quiet urgency on winter days when darkness falls early and pilots are wanting to get clear of the Chicago traffic concentration and smoke.

There are no hangar facilities; Meigs Field's function is to serve transient aircraft. However, illustrative of the integral character of all levels of time-saving transportation, Chicago Helicopter Airways operates 28 schedules daily between Merrill C. Meigs Field and Chicago Mid-

way Airport and Chicago O'Hare-International Airport (which, incidentally, already has 48 jet schedules daily). Another operation of unusual character is that of TAG Airlines which operates De Havilland Doves in passenger service between Meigs Field and the close-in Detroit City Airport.

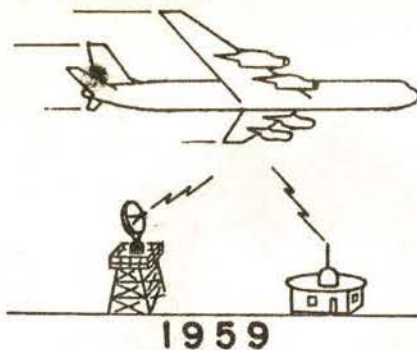
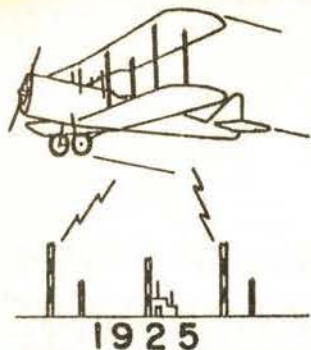
Responsible and properly credited for the smooth operation and proper maintenance of the airport, as the official representative of the City of Chicago, is William J. O'Brien, airport manager. It is evident that he derives a professional's satisfaction from the public acceptance record of Meigs Field and its outstanding safety record. In the entire period of its operation, only two aircraft have gone into the water and the only major land mishap was a short-landing pile-up in the north approach, all with no loss of life and not attributable to airport conditions or control.

Aircraft servicing is handled by Butler Aviation, operating under lease agreement with the City, which has a capable staff geared to handle very creditably the peak-hour loads.

Meigs Field, like O'Hare and Midway airports, is administered  
(Continued on page 14)



The above photo, taken from a plane out over Lake Michigan, looking north-northwest, graphically establishes the convenient proximity of Merrill C. Meigs Field to the center of the Chicago "Loop" District. Navy Pier can be seen extending out into the Lake north of the airport. This picture was taken prior to the construction of the northward extension of the runway and taxiway.



# AIR TRAFFIC CONTROL

"FAA's MOST  
CHALLENGING  
MISSION"

## DIVISION OFFICE

**PEOPLE.** As of COB November 30, our total number of personnel (R. O. and field) on the payrolls was 3,196, comprised of 3,111 regular positions and 86 reimbursable. According to the records, on the same date a year ago we had 2,648 people on hand (2,577 regular, plus 71 reimbursable). This represents a sizeable growth during a 12 month period.

**MONEY.** Since the November issue reached the field we received our FY 1960 approved fiscal program, which gave us the amounts of money we have available to carry out the various parts of our Division program for the remainder of this fiscal year (bear in mind that we did not receive the approved program until after the first quarter of FY1960 had already gone by, therefore the money we spent during this period was on somewhat of a "blind" basis and on the assumption we would get enough to cover what we had programmed).

**BILL BEHN (KC-503)** has worked diligently to check carefully the approved funds for various purposes and break them down so they can be spread over the last three quarters of the year to cover programmed activities and functions. As we mentioned in the November issue, travel funds will be our most critical item and will require continual scrutiny by both field and R. O. personnel to insure that we can stay within our program. Our big problem with travel funds is the number of "unprogrammed" (unanticipated) expenses that come up from time to time, such as special trips required by Washington Directives, meetings with other Regions on particular problems that arise, new requirements for ATC services that require staffing by per-

sonnel on a per diem basis, etc. A good example of the latter type expense is the civil jet flight following/advisory program where we staff certain GCI sites with radar controllers on a per diem basis. Each time a new civil jet route is approved by Washington and additional radar coverage is required, we must staff additional GCI sites.

**NEW FACES.** We are not referring to plastic surgery or a new paint job on any of the familiar faces around the office, but to call attention to some recent "arrivals" who may have come aboard recently for duty in the Division Office.

Here they are:

**GUYS.** August 31, **Charley Kent**, formerly MSP CNTR, now in Procedures Branch, assigned to handle Enroute Procedures for MSP, MKC, STL centers. October 19, **Rex Stewart**, formerly OLA RAPCON, now in Operations Management Section, assigned as Training Supervisor for TWRS, CS/T, RAPCONS, ATCS. November 2, **Roger Alwood**, formerly MDW TWR, now in Planning Branch, assigned to handle Terminal Area projects in Ill., Mich., Wisc., Ind. November 30, **John Watts**, formerly STL CNTR, now in Operations Management Section, assigned as Training Supervisor for Centers. January 4, **Ed Kierski**, formerly FAA ADLO 31st AIRDIV (DEF) MSP, to the Analysis Branch (KC-540) and will work on Center inspection and evaluation projects. We are including Ed in the list of "new faces" even though his reporting date is about a month hence.

**DOLLS.** **Virginia Ramirez**, formerly with Vets Hospital MKC, came to us May 18 in Program Control Staff and on Sept. 20 assigned as stenographer in Analysis Branch. **Mary**

**Stansbury**, formerly with Social Security, now a stenographer in Procedures Branch, since June the 29th.

**NOTE:** This latter move appears to have been one of far reaching consequences, since she just recently announced that she is resigning December 15 — why? — to marry Al Drakenberg, who also is a member of the same Branch! We can foresee future complications for Al when he reports home from work at a late hour and gives her the old routine about the "hard day at the office".

**Edith Keeling**, formerly with our Personnel Division, now in our Operations Management Section as Administrative Asst. - Personnel, came with us July 26. **Zale Harrington**, formerly with Commodity Credit Corp., now in Planning Branch Airspace Allocations Section, as secretary, since Sept. 13. **Dorothy Dahms**, in Operations Management Section, as stenographer for the Training Supervisors, came with us Sept. 14 from housewife duties. **Virginia Perigo**, formerly with VA, assigned as stenographer in Analysis Branch since Nov. 23.

**CONVALESCENT.** **Owen C. Meredith**, Planning Branch (Communications), is now at home making a successful recovery from a serious operation. He entered the hospital about Nov. 1 and, due to a serious circulatory ailment, it was necessary that his right leg be amputated below the knee. Owen was discharged from the hospital on November 17, is now at home and, from all reports, is getting along fine. He expects to be fitted for an artificial limb soon and plans to return to duty at the office about the middle of December. Owen's many friends in the field will be glad to hear that he has been able to undergo this ordeal and has recovered in such a short time.

**FIELD TRIPS.** Places visited in November by the Division Chief: CGI, IND CNTR, TWR, ATCS, FWA. Our visit to CGI (Cape Girardeau, Mo., in case you don't recognize the location identifier) was to see the new Terminal Building which is nearing completion and to look over the quarters provided for the ATCS, which will be relocated from FAM several months hence. It has the appearance of a nice facility in the making. Not many trips this month, and probably not many during December with the holiday season coming up.

**WOMEN DRIVERS.** Our last trip to IND on November 23 was set apart from the routine category by a "first time" experience on our part. We have been clobbered in automobiles a couple of times, in several years of driving, by automotive vehicles piloted by members of the fair sex; however, on this trip we were clipped by a woman airplane driver! Our aircraft, a Cessna SKYLANE, was innocently parked and tied down on the Turner Aeronautical Corp. ramp for the night, powerless to move. Up taxies this gal in a Cessna 175 and (you've seen 'em trying to park a car in a place at the curb that would accommodate a semi-trailer) in trying to park herself in the line of planes ahead of ours, she momentarily forgot she had a right wing and damaged the rudder of the SKYLANE. It was inspected the next day by the GSDO personnel at IND and pronounced airworthy for ferry flight back to home base for repairs, and a Ferry Permit was issued by Ed Joyce, Supervising Inspector, accordingly.

For some obscure reason, Executive Aircraft Co. at MKC (the owner) did not seem particularly jovial when we taxied up, parked and handed over the keys and Ferry Permit, plus a written report of the incident. One reason may have been that this was their SKYLANE demonstrator aircraft. But, that's how the mop props!



That's all we have for this issue—how about some items of interest from field facilities? We can use them any time.

MERRY CHRISTMAS

(Continued from page 12)

for the City by the Department of Aviation, under the able direction of Commissioner William E. Downes, Jr. He and his staff are presently making engineering and cost studies respecting additional fill along the lagoon side and straightening out that bulkhead line, as well as additional fill south of the present east aircraft parking apron, to achieve additional parking space. Also being considered is additional fill to the south to afford an additional 1555 feet of runway length.

## RADIOLOGICAL PROBLEMS

1. A nuclear explosion occurred at 0700. A helicopter began an aerial survey of the radioactive area at 0900. It maintained a constant altitude of 1000 feet. At 1100, the time of its withdrawal from the area, an instrument in the unshielded cockpit indicated an intensity of 4 r/hr. What dosage did the pilot receive during this survey?
2. If the conditions are the same as in problem 1, except that at 0900 the ground intensity was 300 r/hr and the cockpit is shielded by the equivalent of one half-thickness, what dosage would the pilot receive?

Answers on page 18.

## INFO FOR PILOTS

The Indianapolis ATCS under the leadership of **Harold Sumner, Chief**, has just distributed a handy information booklet for pilots in that area. Included are such FAA services as Weather Reporting Station, Emergency Services, info on flight plans, VFR altitudes and lots more. Booklets are sent to pilots and airports in the area.



Shown above is a typical day's complement of visiting multi-engine business aircraft using Merrill C. Meigs Field. They are shown parked along the south-east portion of the airport. So far as possible, Manager O'Brien tries to reserve the parking area on the lake side of the runway for smaller, single-engine aircraft.



**FOCUSING ON**



### Management Interne Program

For the third straight year, we will participate in the Ninth U. S. Civil Service Region, Management Interne Program, for Agencies in the Kansas City area. Fifty-eight FAA employees applied for this program.

The Civil Service Commission also announced last summer a Management Interne Program for Federal employees in the St. Louis area. We publicized this program to our employees, and fifty applications were received.

After careful consideration of all factors, the Regional Committee selected Mr. Mansell G. Rosenbaum, St. Louis Center, for the St. Louis interne program. The Committee picked Mr. Richard L. Carter, CARF, and Clyde J. Humphreys, ANF Division, for the Kansas City Interne program.

The interne program will begin officially January 11, 1960, and end June 24, 1960. The Management Internes will be released from regularly assigned duties and detailed to the Regional Administrator's Office during this five-month training period.



Upper photo: Regional Administrator Leonard W. Jurden, (center) loading trainees Richard L. Carter (left) and Clyde J. Humphreys with text books.

Bottom photo: Trainee Mansell E. Rosenbaum (left) receives supplies and a helping hand from St. Louis Center Chief Ollie Hasek and his charming Secretary, Myrt Walsh.



## QUICK ACTION WHEN POWER FAILED IN KANSAS CITY

On December 4, 1959, shortly before 1:00 p.m., a commercial power failure of short duration occurred to all facilities at the Kansas City Municipal Airport. The power failure lasted for approximately three minutes and then appeared to be normal for about five minutes. At 1:00 p.m. a second failure occurred which lasted until about 1:35 p.m.

Norbert Duello, the ILS Section Chief from the Kansas City ATFO No. 44, was performing some facility evaluation work at the ILS Glide Slope facility when the first power failure occurred. When the power service was restored prior to 1:00 p.m. he became immediately aware that something was wrong with the commercial power service resulting from voltage measurements and line voltage fluctuation observations. Realizing that another power failure was imminent and taking notice of the situation that would be imposed upon the Traffic Control Tower and air traffic in the vicinity, Duello immediately proceeded to the Tower Building to assist as required. The second power failure had occurred when he arrived at the Control Tower. The vehicle in use by the ILS Section is equipped with VHF communications equipment in addition to ILS receiver equipment. The ILS Section Chief and a Tower Controller took the ILS vehicle to a point of advantage on the airport and set up communications on the ground control channel and began controlling traffic.

Bob Popejoy Section Chief, and Bob Elliott, Radar Specialist of the Kansas City ATFO radar section, embarked on an independent project to help the Tower control personnel. A 12V battery, the necessary cables and a "Gonset" transmitter-receiver were carried up to the Tower Cab where they were placed in service so that communications with air traffic were provided from the Tower Cab.



Tower communication following the power failure was re-established by Gonset CAA Communicator providing a portable radio. Seen operating the Gonset unit are (l. to r.) Jim Tate, Air Traffic Communications Specialist; Bob Popejoy, Radar Section Chief, adjusting set; and Robert Elliott, Radar Specialist, holding temporary battery contacts.



Quick action on the part of the ATFO ILS Section got the Kansas City Control Tower back on the air within 5 minutes after the power failure. In the photo are (l. to r.) Norbert Duello, ILS Section Chief; and Hal Roberts, Air ways Operations Specialist, with microphone, directing traffic from emergency position on the field.

To expedite the ATFO tuneup and establishment of the "Gonset" in the Tower Cab, Bob Elliott actually held the battery cable terminals on the battery posts with his hands because battery clips were not available at the time. Establishment of the "Gonset" transmitter-receiver in the Tower Cab greatly facilitated Controller personnel in their control duties and responsibilities over that provided by the truck communications on the field due to the obvious lack of telephone service to the ILS truck. Communication was provided by the ILS truck approximately five minutes after the major power failure and "Gonset" was established about ten minutes later.

When the Power failure occurred, Controller personnel in the Fairfax Tower were placed on standby duties on a direct telephone line so that the Fairfax Tower facility could function as a relay between the Kansas City Tower and air traffic.

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### TURKEY WINNERS WITH THEIR PRIZE !

These lucky people in the R. O. Each was winner of the Traditional Bird just before Thanksgiving when the Civairettes of the R. O. held the raffle. Two thousand chances sold netted the Civairettes \$200.00, which was used to adopt needy families throughout the year.

Winners are (L. to R.): Front Row—Charlotte Richter, Betty Jo White, Dorothy Whirney, Zulma Forbis, and Deloris Peterson representing Alan Glass. Back Row (L. to R.)—James Logan, George Allen, Ralph Kennedy, and Leslie Eichem. Bill Turpin also won a Bird but missed the picture.



## United Funds Campaign

We are happy to report to you that our employees in the Kansas City area attained **110% of their quota** during the recent United Funds Campaign.

Our goal for this year was 100% participation. This added participation was largely responsible for this year's contribution of \$6,904.17, which is 32% greater than last year's total. Last year's per capita average was \$5.65; this year it was \$7.04.

The Federal Aviation Agency was one of six government agencies making up team nine. This team of government workers contributed \$8,151.22 to this very worthy cause.

## Outstanding Boy Scout Selected By Aeronautics Toastmasters

After a spirited competition among nine finalists, **Explorer Scout Sam Lombardo** was selected to represent Kansas City in the state-wide "50th Anniversary of Scouting" competition. (Scout Lombardo placed third in the State competition.) The selection was made at a dinner meeting of the Aeronautics Toastmasters Club on Nov. 10.



Left to right: Roy Stears, KC-420, who was in charge of arrangements; Thomas Glass, KC-630, Chairman of the Selection Committee; Scout Lombardo; A. L. Lorenz, KC-20, toastmaster at the dinner.

## NEW AIRPORT PROGRAM ANNOUNCED BY FAA

The **1960 Federal Air Airport Program**, announced recently by the Federal Aviation Agency, will involve the expenditure of \$57,076,702 in Federal funds on a matching fund basis and will cover 288 airport construction projects in the U. S. and Territories.

Of the total programmed, 38% representing \$21,684,604 was allocated for runway construction; 31.4% or \$19,474,139 for taxiways and aprons, and 16.7% or \$9,560,751 for land acquisition. The remainder of the available Federal funds was allocated for lighting, marking, construction of control towers, clearing and obstruction removal, fencing, roads and buildings other than control towers.

The apportionment takes up most of the \$63 million in first-year funds under the two-year extension of the Federal Airport Aid Program voted by Congress last summer.

FAA has awarded a \$750,000 Contract to the Chrysler Corp. for the design, construction and testing of a prototype mobile

lounge vehicle for use to transport airline passengers between the terminal building and aircraft at Dulles International Airport, Washington, D. C. Prototype is to be completed by next April 30, and in-service testing at a major airport will start next Aug. 1. FAA plans to purchase 20 of the lounges.

FAA has assigned 12 more of its Air Carrier Operations Inspectors to take jet training at the USAF Strategic Air Command's Castle Air Force Base, Calif. Fourteen FAA pilots already have taken the course, which prepares them for their assignment of flight checking and approving the proficiency of civilian jet airline pilots. It also provides invaluable background in the overall operation problems associated with jet flying.

Those from Region 3 who have taken the course are Russell G. Nay, Air Carrier Operations Inspector in the 3rd Region, FAA Air Carrier District Office, Kansas City, Kansas; and Wayne Canney and Cecil Robbins from the Kansas City, Kansas, Air Carrier District Office; and Oscar Berge from the Minneapolis, Minnesota, FAA Air Carrier District Office.



## ANSWERS TO RADIOLOGICAL PROBLEMS

1. 13 roentgens.
2. 7 roentgens.





This month we borrowed an idea from the Regional Administrator, and invited one of our District Offices to fill this column. HARRY TROXELL, C. O. of our Chicago GSDO, sent in a dandy, and here it is—unedited, unabridged and unexpurgated. Almost, that is.

As editorial comment, we might point out that the Chicago GSDO, located on DuPage County Airport, has the most activity and the largest staffing of any such office in the FAA. They handle routinely all types of complex activities, ranging from numerous flight tests to the disapproval of an air show by a military jet team—with all of its safety aspects and political implications. All in all, we can safely say that the Chicago Office has probably been faced with and resolved every type of complex problem that could possibly occur. Here is Troxell's column:

A couple of weeks ago our FLIGHT LINES Division Reporter, Tom Davis, who firmly believes that efficiency is getting other people to do the jobs he doesn't want to do, got a real bright idea. Tom asked Mr.



GSDO 3—West Chicago, Ill. Left to right: Shirley Shawver, Gladys Taylor, Joan Regelbrugge.

Covert to write a letter for Mr. Eichem's signature because Mr. Ireland was out of town. We got the letter. It was short and to the point. It simply read "send us four pages, double spaced, for next issue of FLIGHT LINES, make it interesting". So—here are four pages, double spaced, but we don't know how interesting.

**General Safety District Office No. 3** is located in a T hanger building on the DuPage County Airport, West Chicago, Illinois. Our office is staffed with 3 stenographers, 3 maintenance men, and 5 flight men. The approximate boundaries of our district are as follows: the north boundary extends west along the Wisconsin state line from Lake Michigan to Freeport, Illinois; south from Freeport to Bradford, Illinois; east from Bradford to the Indiana state line; then north to the Wisconsin state line. We work with about 30,500 FAA certificate holders, of which 26,000 are pilots (about 15,000 active) and 4,500 non-pilot airmen such as mechanics and ground instructors. We also work with the owners and operators of approximately 3,000 aircraft in the area.

Our stenographers are Miss Joan Regelbrugge, Mrs. Gladys Taylor, and Mrs. Shirley Shawver. The maintenance men are Sam Corso, George Fitzmaurice, and Gordon Harper. Flight men are Dave Nelson, Carl South, Jean Ostiguy, John Hunt, and Harry Troxell. Corso is the old timer in the office at present. He has seen Troxell come in from Des Moines; Nelson from Seattle; South from Springfield, Missouri; Ostiguy from Lincoln; Hunt from Des Moines; Fitzmaurice from Minneapolis; and Harper from Omaha. Together we look like a herd of turtles.



### CAN YOU IDENTIFY OUR MYSTERY PILOT?

**Ralph Horn**, who spent several years in the office, was recently transferred to the Washington Office. We understand he is now a near-miss expert. Burdette Thompson, who was with us for a couple of years, is now based at GSDO No. 14 in Minneapolis. Mrs. Shawver, our No. 3 girl, recently fell off a ladder and broke her ankle while trying to retrieve her kid's model airplane from a roof-top. You can't keep a good gal down, though, as the saying goes. After a week in the hospital, Shirley came bouncing back to work on a pair of sticks.

**Mrs. Taylor** recently moved into a new house and is still trying to find places to plant her furniture. She just returned from a 2 week vacation and has found working conditions much better than before. No more sharing her lunch. While she was away we trapped a big,

fat mouse in her desk. Every fall when the weather turns cold the field mice move into the office and try to take over. Mr. Harper has been placed in charge of the Mice Squad. He keeps everything he catches. Mrs. Harper can expect a new coat for Xmas. The catch has been good.



Left to right: Gordon Harper, George Fitzmaurice, Sam Corso.



Left to right: Carl South, Dave Nelson, Jean Ostiguy, Hary Troxell and John Hunt; Flight Inspectors at GSDO 3, DuPage County Airport, West Chicago, Illinois.



Mystery Pilot — JEAN REGELBRUGGE

Our Miss-tery pilot is Joan Regelbrugge, a rugged Belgian, who came to work with us at Chicago about 4 years ago. Since coming to work in the office Joan has waded through a lot of fact and fiction. She is the proud holder of a Private Pilot Certificate and has been flying since way back in 1958. Joan has flown everything from a Cessna 120 to a Cessna 140. She is single, lives with her dad, and is a bird-watcher.

**Inspector Jean (White Owl) Ostiguy** just returned from a weeks duty assignment in GSDO No. 2, Sleepy Hollow, Iowa. Jean reports that Inspector Hartley has a new system for painting his house. He doesn't use a ladder to paint the high spots. He's got a trampoline and a roller. Inspector Ostiguy also reports that **Inspector Lloyd Cantrell** has a new electric organ. And **Inspector Carroll Philbrick** has a broken arm.

H.S.T.

### New Requirements for Private And Commercial Pilots Certificates

The Federal Aviation Agency announced its new requirements for private and commercial pilot certificates do not mean pilots in these categories will need to secure instrument ratings.

FAA officials emphasized that the training required by the new rule conveys no instrument flying privileges. To engage in instrument operations, a pilot must hold an instrument rating and the airplane must be equipped for IFR operations as prescribed by Part 43 of the Civil Air Regulations.

The FAA also emphasized the new rules are not retroactive and will affect only those private and commercial pilots who secure their certificates on or after March 16, 1960.

Under the new regulations contained in amendments to Part 20 of the Civil Air Regulations, applicants for commercial pilot certificates will be required to have a minimum of 10 hours of instrument flight instruction. They must also demonstrate their ability to manually control their aircraft solely by the use of instruments.

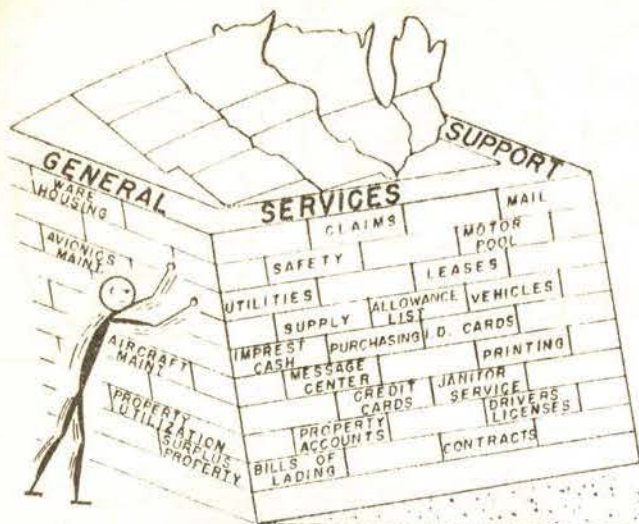
Also added to the skill requirements for the commercial pilot's certificate is the necessity to demonstrate a VFR planned cross-country flight.

Applicants for private pilot certificates will be required to have dual instruction in the basic control of the aircraft by the use of instruments. The new rule does not specify the number of hours of instruction, but it does require that the applicant demonstrate to an FAA Inspector or designated flight examiner his emergency manual capability in altitude control simulating the loss of visual reference during flight.

In addition, both categories of applicants must be familiar with and demonstrate the use of radio for communications and navigation in cross-country flying.

✓ ✓ ✓





## Procurement Assistance

The Procurement Branch stands ready to purchase the things that you need in performing your work. To help make your decisions, catalogs, price lists, and descriptive literature on many products and services are available for your reference.

If the information is not in our files it can be obtained, whether it is about equipment, supplies, cost, or even ideas or methods, to assist you in getting a job done. Use the facilities of the Procurement Branch.

In many cases sales representatives are eager to give suggestions and ideas slanted to a specific problem. These sales representatives are business men. They make many contacts and gather a fund of useable information on better ways of doing things to save time, effort, and money. Sometimes equipment is available on a loan basis for study and actual use to determine whether it will fit as a special need.

As Henry Ford indicated, the intelligent man doesn't know everything, but he knows where he can find out about everything.

## Preparation of Form FAA-147e

Several questions have been received from field office personnel concerning preparation of Forms FAA-147e Schedule of Working Equipment.

The following information is furnished to assist others who may have the same problems:

1. In preparing Form FAA-147e (Rev. 5-59), estimate the value of each line item if the actual cost is not known.
2. Show the revision number and date on each page, 1 through 5. The initial revision will be "O" in all cases.
3. In reordering forms, order only pages required for revision instead of complete sets of Form FAA-147e.

## AIRCRAFT SERVICE BRANCH Jet Age Preparation

Personnel in Aircraft Service Branch are still arranging their busy day-to-day work schedule to include time for necessary training in maintenance and use of newest aircraft and avionics equipment.

As we go to press, Al Poje is attending Pulse Equipment School at the Aeronautical Center; Lynn LaFever, Sr., is there for the ACES session; and Delbert Herrmann attained a score in the 90's in the recent Nav-Aids course.

On October 27 - 30, George DePuew and Bill Knott assisted with the first No. 2 inspection at the newly established Aircraft Maintenance Shop at South St. Paul Minnesota.

Anticipating the use of the Jet in Region Three, George Buck and Phillip Padilla recently spent four weeks in the T-33 Jet Maintenance School at Lubbock, Texas.



## DID YOU KNOW?

That Printing Service regulations and procedures were recently revised and reissued in a new Regional Circular No. 3, dated November 16, 1959.

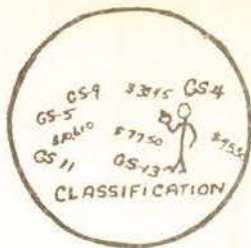
That a significant innovation is the provision in this Circular for handling printing needs of field facilities by the Regional Office Print Shop with details given in Paragraph 4.b of the Circular.

That with the recent addition of some new equipment and a full staff complement the Print Shop expects to be able to expeditiously process printing requests from the field.

That in the Stock and Stores program, 131 typewriters were replaced. Typewriters were 18 years old or older—some were 36 years old. Other old equipment is being replaced as funds become available. Watch for a request about your office furniture and other working equipment which should be replaced.

## FOR YOUR INFORMATION

The new FAA Identification Cards have not been received in the Regional Office. In the interim, if you have specific problems resulting from the lack of official credentials, let us know what they are.



## PERSONNEL HI-LITES

### School Days Again

The Aeronautical Center has announced a second class beginning December 15, 1959, for supervisors in the correspondence course, "Fundamentals of Supervision". Region Three has been given a quote 31 for this class. The Proficiency Development Branch has sent announcements to all field facilities. Supervisors will be selected as soon as additional applications are received.

The Proficiency Branch introduced a new ten-hour Human Relations course at the Indianapolis Center the week of October 26, 1959. Sessions were held from 7:00 to 9:30 p.m., Monday through Thursday. The course was open to supervisors and non-supervisors on a voluntary basis. Topics discussed were Human Relations, Communications, Interviewing Workshop, and Personnel Administration. Attendance averaged fifty-three FAA employees for the four evening sessions.

**Employee Development Officers, Cleo A. Brock and Bernard M. Anderson,** conducted a 40-hour Management Course at the Indianapolis Center the week of October 26, 1959. The same course was given at the Detroit Center the week of November 16, 1959. Nineteen supervisors attended this instruction at Indianapolis and seventeen participated in the sessions at Detroit. Course instruction included: **Responsibilities of a supervisor, 2 hours; Work improvement, 6 hours; Production, 6 hours; Training, 8 hours; Human Relations, 16 hours; and Leadership through Self-Improvement, 2 hours.**



Management Class held at Indianapolis Center, October 26-30. Sorry, no names with the photo but the group represents FAA personnel in the Indianapolis area.

*Supervisors Management Course in the Detroit area. (L. to R.): 1st row, Aaron C. Grieff, John C. Redmond, Billy D. Templeton, James J. Bromley; 2nd row, Charles G. White, Harry Borcharding, Robert H. Reddick, Rex E. Berger, Leo Keith; 3rd row, Jesse P. Reed, Larkin E. Stevenson, Richard G. Martell, William C. Richardson, Jr., and Thomas R. Jones; and 4th row, Ralph W. Bugg, George A. Selvig, Roger G. Strayer and Albert W. Boehnlein.*





# MEDICAL MEMOS

## REGIONAL MEDICAL OFFICE

### CIVIL AIR REGULATIONS AMENDED

New physical standards for airmen issued and made effective October 15, 1959.

#### GENERAL MEDICAL CONDITION

(1) An established medical history of clinical diagnosis of the following conditions shall be disqualifying:

(i) Diabetes mellitus which requires insulin or other hypoglycemic drug for control (ii) myocardial infraction, or (iii) angina pectoris or any evidence of coronary heart disease which the Civil Air Surgeon finds may reasonably be expected to lead to myocardial infraction.

An applicant shall be disqualified if he has any other organic, functional or structural disease, defect or limitation which the Civil Air Surgeon finds either (i) renders the applicant unable safely to perform the duties or to exercise the privileges of the airman certificate held or sought, or (ii) may reasonably be expected to result within two years from such finding in a condition which would render the applicant unable safely to perform the duties or to exercise the privileges of the airman certificate held or sought. Such findings will be based on the case history and appropriate professionally qualified medical judgment related to the condition involved.

#### NERVOUS SYSTEM

(1) An established medical history or clinical diagnosis of the following conditions shall be disqualifying:

(i) A character or behavior disorder which is sufficiently severe to have repeatedly manifested itself by overt acts, (ii) a psychotic disorder, (iii) chronic alcoholism, (iv) drug addiction, (v) epilepsy, or (vi) a disturbance of consciousness without a satisfactory medical explanation of the cause.

(2) An applicant shall be disqualified if he has any other disease of the nervous system, mental abnormality, or psychoneurotic disorder which the Civil Air Surgeon finds either (i) renders the applicant unable to safely perform the duties or to exercise the privileges of the airman certificate held or sought, or (ii) may reasonably be expected to result within two years from such finding in a condition which would render the applicant unable safely to perform the duties or to exercise the privileges of the airman certificate held or sought.

Such findings will be based on the case history and appropriate professionally qualified medical judgement related to the condition involved.

#### Health Insurance

Andrew E. Ruddock, government career officer, has been named director of the new Civil Service Commission unit that will administer the federal employees' health insurance law passed in the closing days of Congress. Named assistant director is another government career man, David F. Lawton. The law, sponsored by Senator Olin D. Johnson (D., S.C.) and Senator Richard L. Neuberger (D., Ore.), is scheduled to take effect next July 1 with more than 4.5 million federal employees and their dependents eligible for coverage. Total esti-

mated annual cost is about \$214 million, of which half will be borne by the government. The program, which was backed by the American Medical Association, will provide basic and major medical benefits, each employee having free choice of several plans.



#### FAA Proposes Change in Designating Medical Examiners

The Federal Aviation Agency is proposing a change in policy with regard to student and private pilots medical examinations which would require such examinations to be given by FAA designated Medical Examiners.

The current practice of permitting any competent licensed physician to give physical examinations to student and private pilot applicants would be abolished by the new plan which would conform to procedures presently in effect for commercial and airline transport pilots.

The present policy of permitting non-designated medical examiners to accomplish physical examinations resulted from a shortage of physicians during and after World War II which prevented designation of a sufficient number of medical examiners.

Under the proposed rule change, the designation of medical examiners would be made by the Regional Medical Officer. In the case of Region III, comprising the midwest states of Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota and Wisconsin, such designations would be made by Dr. Charles W. McMillin, Region 3 Medical Officer at the FAA Regional Headquarters in Kansas City, Mo.



MY NEW YEAR'S WISH FOR YOU  
IS THAT YOU WILL:

WORK SAFELY ON YOUR JOB  
CORRECT UNSAFE CONDITIONS  
HELP OTHERS TO WORK SAFELY  
USE PROPER TOOLS AND EQUIPMENT  
OBSERVE SAFETY RULES IN YOUR HOME  
BE A CAREFUL, LAW-ABIDING DRIVER

AND THAT YOU WILL ENJOY A HAPPY  
AND PROSPEROUS 1960 FREE FROM  
PAINFUL AND TROUBLESOME ACCIDENTS

*Reuben W. Allen*

## MAJOR AIR NAVIGATIONAL FACILITIES

December 31, 1960

Approach Light System (ALS)	140
Sequence Flasher Lights (SFL)	110
Airport Surveillance Radar (ASR)	55
Instrument Landing System (ILS)	192
Precision Approach Radar (PAR)	23
VOR (including TVOR)	706
TACAN	264
Flight Service Stations (FSS)	339
International Flight Service Station (IFFS)	11
Flight Advisory Service (Class I) (FAS)	29
Peripheral Communications (RCAG)	279
Air Route Traffic Control Center (ARTCC)	35
Airport Traffic Control Tower (ATCT)	152
Combined Station/Tower (CS/T)	75
Long Range Radar (LRR)	47
Radar Approach Control (RAPCON) *	28
Radar Air Traffic Control Center (RATCC) *	6
Airport Surface Detection Equipment (ASDE)	3
Total	2,494

\*Military

### FAA PROGRESS

At the close of its second year, the Federal Aviation Agency reports notable progress. The fields of air traffic management, aids-to-navigation, aviation medicine, research and development, all show remarkable advances. During 1960 the critical airspace problem was partially solved. Some 9,560 sq. mi. of formerly restricted airspace became available for civilian use, making a total of 18,000 sq. mi. returned to the public domain since the FAA began operating. The airway structure was reorganized; the world's first computer network for the control of air traffic went into operation and encouraging progress was made toward a semi-automatic national system; 445 major navigational facilities were installed and commissioned more than one a day; some 4,000 qualified

physicians were designated Aviation Medical Examiners; flight following service was initiated for general aviation pilots; the first jet-powered helicopter was certificated; and the Civil Air Regulations changed in the interest of greater safety.

### AIRWAYS MODERNIZATION

The most extensive network of air navigational aids in the world is maintained by FAA's Bureau of Facilities and Materiel for the use of airline, military and general aviation aircraft.

At the end of 1960 there were approximately 9,000 of these. They consisted of 60 types ranging from small location markers to large complex radar systems linked by radio to air traffic control centers hundreds of miles away. All operate 24 hours a day, a large portion of them unattended.

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Pakistan. While it is hand made and quite decorative (complete with an engraved brass base, which is filled with water, and other ornate fittings, it seems to be an unnecessarily complex piece of machinery to accomplish the simple and desired end result - smoking. George says that by the time the smoke starts out from the bowl at the top, traverses and long and devious route down through the water bowl in the base and back up through the tube to the 3-foot stem, and thence to the guy at the business end of this plumbing, it tastes like anything but tobacco smoke, and is an easy way to give up smoking.

Maybe if this device can use opium, it will be helpful to the "Straightline" Coordinating Committee in giving the members new ideas on how, when, and where the Area Offices can be established and placed into operation. Based on all the complications that have developed to date on this project, the Committee will probably welcome anything that will give them some different answers on some of the problems with which they are being faced.

**DON'T LET AN  
ACCIDENT  
SPOIL YOUR**

*Holiday*

