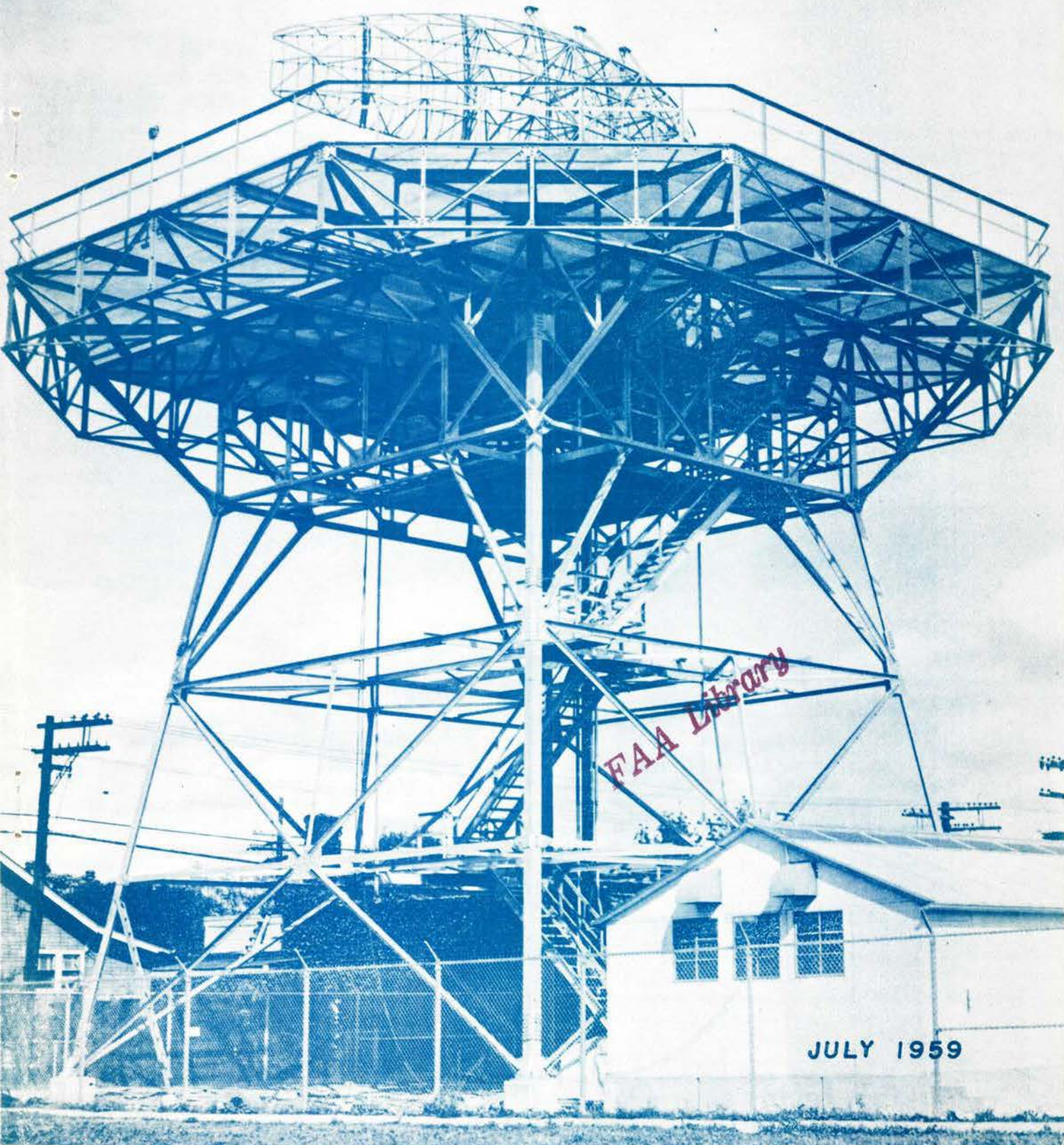


FLIGHT LINES

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JULY 1959



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ON THE COVER

ARSR-1 RADAR TOWER
AT CHICAGO MIDWAY

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FROM OUR REGIONAL ADMINISTRATOR

As many of you know, a very substantial part of our time in the Legal Division is devoted to enforcement action against pilots and others who violate Civil Air Regulations. The invitation to pinch hit for Mr. Jurden in his column affords me the opportunity to point out that enforcement is not some rite performed by attorneys separate and apart from the other activities of the organization. Actually, it is but a closely related part of the basic task to which every FAA employee contributes, directly or indirectly; namely, to utilize the powers with which we are equipped under the Federal Aviation Act and the Federal Airports Act to assure that people who engage in flight can do so SAFELY. Our enforcement actions are simply one of the means of assuring that air traffic control instructions are adhered to, that air navigation facilities and airports are properly utilized, and that aircraft are flown within their limitations and properly maintained and operated. These and other safety requirements and services reach in some aspect or other into the job which each of us does. Our Agency does not regulate for the sake of regulation. It regulates for the sake of SAFETY. Securing this safety is a vital function and important in the everyday life of hundreds of thousands, if not millions of American citizens. I think sometimes we need to raise our sights above the procedures or the standards or the immediate problems we are working with and realize that we are each, in our assigned way, contributing to the performance of a dedicated purpose and truly serving the national interest. Without hesitation or reservation we can be justly proud of our Agency and of our part in it.



W. Lloyd Lane

We are instituting the policy of asking our Division Chiefs to serve as guest columnists on alternating months. This month's editorial is written by W. Lloyd Lane, Regional Attorney, KC-60.

THE LATEST IN RADAR

by Robert E. Curtis, KC-620
Deputy Chief, Program Engineering Branch

The magic word during the last few years is "radar". The electronic system which goes to make up the thing called radar is used in several different ways by the FAA.

The newest member of this family of FAA Radar Systems is known as ASDE, (in line with the current trend to reduce all titles to abbreviated form), spelled out, ASDE stands for Airport Surface Detection Equipment and its use is coincidental with its name. It is used as an aid in the control of surface traffic on an airport and enables an operator to see all the details of the surface and the traffic on a planned view of the airport, clearly showing the location of all aircraft, trucks, buildings, etc., in relation to the runway and ramps. It is particularly useful at locations where the tower controller cannot observe the taxiways and runways due to obstruction, weather, or length of runways. Its range is three to four miles and the definition of this radar is quite high. That is, instead of a blob or dot on the radar screen, a general outline of the vehicle detected is obtained. It is generally possible to tell a four engine aircraft from a two engine aircraft and an airplane from a truck, etc. In our Region an ASDE Radar is planned for installation at the Chicago O'Hare Airport. This airport now has 8000-foot runways, to be extended immediately to 11,600 feet, with an alternate extension to 17,000 feet.

The next member of the family is ARSR Radar. ARSR stands for Air Route Surveillance Radar and is a high power long range system. These radars are being installed along the nation's airways and are used by the controllers in our Air Route Traffic Control Centers. Since the radar transmitter/receiver site is usually several miles from the ARTCC, the radar information is piped

to the Center by means of microwave radio relay links. (Microwave radio relay links is one way national television shows get from one city to another.) Of course, there are always exceptions. The Chicago and Indianapolis radars, which are within a mile of the Center, are piped in by coaxial cable. The FAA-purchased long range radars (going price 1.76 "mega-bucks") bear the nomenclature of ARSR-1. In our long range radar program, we also make use of military installed radars, whose nomenclature are FPS-20, FPS-8, FD-34, etc. The range of the long range radars extends from 200 to 400 miles. Present installations in this Region include: Olathe, Kansas, to Kansas City Center; Farmington, Minnesota, to Minneapolis Center; St. Louis, Missouri; Chicago, Illinois; Detroit, Michigan; Indianapolis; and London, Ohio, (Region 1) piped to Indianapolis Center. Incidentally, the facility at Olathe was the first Military/FAA joint use long range Radar put in operation in our nation's centers.

Before long the military long range radars located at Omaha, Nebraska, and Hutchinson, Kansas, will be piped into the Kansas City Center and an FAA radar located at LaGrange, Indiana, will be piped into both Detroit and Chicago Centers. Future plans call for about a dozen more long range radars in this Region. An interesting picture of the long range radar program is the displays that are now being installed in the Centers. This equipment, which is known by such names as scan conversion, TI-440, On-Shore and Off Shore, is used to change the rotating sweep usually associated with radar and which coincides with the rotating antenna, to a horizontal sweep, which is the common system used in our television sets. Scan conversion

allows the use of readily available television type picture tubes and their associated circuits and techniques. One big advantage of this system is that television tubes produce bright pictures which can be viewed in quarters adequately lighted. These displays have even been used in control towers without the use of shields or hoods. A photograph of an ARSR-1 installation is shown. A photograph of the FPS-8 using an ARSR-1 sail (antenna to you) is also shown.

Another member of the family is known as ASR (Airport Surveillance Radar). It is used in conjunction with controlling air traffic around an airport terminal. This area is usually 30 to 40 miles in radius but can be presented on the display used by the controller at smaller radius areas. The definition is not as good as the ASDE but a little better than ARSR and the target (aircraft) appears as a spot on the radar scope. Our present ASR's bear the nomenclature of ASR-1, ASR-2, and ASR-3. ASR's programmed include the ASR-4 and ASR-5 with delivery expected to start this fall. ASR equipment is installed at our major airports and has become one of the most important tools in controlling air traffic during instrument weather. However, recently a program was started at the Indianapolis tower to evaluate the use of Surveillance Radar for VFR (visual flight rules) Advisory Service. It makes one wonder if before long the glass cage on top of the building at the airport may be a thing of the past.

Still another member of the family is PAR, which is short for Precision Approach Radar. Although scheduled for installation at major airports for sometime, the equipment has been plagued with equipment difficulties and Precision Approach Radar is in use at only two locations in our Region, utilizing older type equipment. PAR-2 equipment is expected to be installed this year at Kansas City, Missouri; St. Louis, Missouri; Indianapolis, Indiana; and Detroit, Michigan. A

PAR-1 system is in operation at Chicago Midway, and a military MPN-1 system is installed at Minneapolis. PAR, utilizing what is known as sector sweep, gives a radar picture of aircraft making an ILS approach at an airport. The system utilizes two antennas, one sweeping up and down giving a picture coinciding with the glide slope path and the other antenna sweeping side to side, which gives a picture coinciding with the localizer path. With radar presentation of both the glide slope path and localizer path, the tower controller can keep the aircraft pilot informed as to whether he is above or below, to the right or left of the radio path formed by the ILS system. He can also advise the pilot how far he is from touchdown point. Although not done in Civil Aviation, the military, by use of ILS and PAR radio equipment, can land an aircraft without the pilot ever seeing the ground. (What no pilot?)

Some of the big advantages of ground controlled radar is its use during restricted visibility, no extra equipment required in the aircraft, and providing information for the lateral separation of aircraft in this day of wide range speed aircraft.



CREDIT WHERE CREDIT IS DUE

The editorial staff of FLIGHT LINES wants to take this opportunity of recognizing the outstanding work done by the personnel of our Printing Section in connection with the printing of this magazine. The publishing of FLIGHT LINES was in many ways a challenge different from their routine printing requirements. We all appreciate the effort put forth in doing a first class job of printing this publication, and I want to take this means of saying thanks.



AIR CARRIER SAFETY DIVISION

PROLOGUE

The following is the first of a series of articles designed to better acquaint the reader with the responsibilities and functions of the Air Carrier Safety Division. In this and succeeding publications it is planned to cover all areas of specialization such as operations, maintenance, electronics, etc. Later this column will also include short but interesting resumes on individual personalities. It is with great dedication that we present:

THE STORY OF THE AIR CARRIER FLIGHT OPERATIONS INSPECTOR

Flying is his profession. He was hired because he is a pilot; he was hired because he is a certain kind of pilot. In terms of money his aeronautical experience is upward of one half million dollars at the time of hiring. He also has more than two years of college; most are college graduates. His minimum aeronautical background consists of not less than 2,000 hours of pilot-in-command; 1,000 hours or more has been in heavy multi-engine aircraft. Actually his flying hours generally average 5,000 or more. He has flown in actual airline or airline-like (civil and/or military) operations, piloting such aircraft as Douglas DC-3, DC-4, DC-6, Lockheed Constellation Series, Boeing 377, etc. He has an Airline Transport Rating which qualifies him to fly passengers day or night, and under actual weather conditions. He understands and is capable of coping with most weather phenomena, e. g., low ceilings and visibilities, thunderstorms, icing. He is capable of coping with most potentially catastrophic in-flight emergencies such as engine fires, severe turbulence,

explosive decompression, control reversal, unusual positions, etc., and effecting recovery under actual weather conditions. He has a theoretical and applied knowledge of aerodynamics; he knows his aircraft and the associated airborne equipment and the limitations thereof.

He knows and remains abreast of the latest navigation techniques such as polar grid navigation and pressure pattern flying, etc. He is knowledgeable of the latest ground navigational facilities, their capabilities, limitations and vagaries.

He is intimately familiar with the latest procedures and practices of air traffic control, together with the limitations and complexities of the system.

HE KNOWS AVIATION!

Such a man is our Air Carrier Flight Operations Inspector. In his normal conduct of duty he is responsible for a multitude of matters, including the certification and safe operation of our airlines, providing a large segment of aeronautical know-how leading to the development and implementation of the flight standards and criteria associated with all weather operations at low and high altitudes, etc. His aeronautical contributions are manifest in most civilian flight operations and in the joint civil-military aircraft operations modus operandi, developed under the sponsorship of our Washington Program Office.

He works with top airline management officials in all phases of airline operations. Regarding the airlines, his background is employed, firmly and judiciously, in determining the initial and subsequent pilot qualification of the airline pilot. He administers

the necessary flight checks personally or delegates this authority sometimes to responsible civilian flight personnel. He has personally flight checked and approved such civilian personnel as to their integrity, capability and judgment to act for him, in the name of the Administrator. He continually inspects and monitors the pilot flight and ground training programs of the airlines. This is necessary to insure their continued adequacy and usefulness to the pilot who must stay abreast of the state of the art.

He requires the airlines to conduct proving flights in order that he may determine the adequacy of proposed routes. Such determination includes the adequacy of airports involved, enroute navigational accuracy and coverage for all weather operations, pilots route familiarity, terrain clearance, etc.

Notwithstanding his above responsibilities to airline operations, he develops and approves instrument operations procedures, etc., for civilian use and has a coordination and advisory responsibility with regard to military instrument approach procedures and other associated matters. He monitors the air traffic complex and procedures to insure that they are operationally practicable and consistent with the state of the art, from a pilot and aircraft standpoint. He takes appropriate action when departures from operational practicability are apparent. He participates in inter-FAA meetings, etc., furnishing necessary aeronautical guidance to supporting organizations, to insure that the needs of the flying public are not overlooked or by-passed.

He participates in all airspace matters such as inspection of restricted areas, intensive military training areas, etc., to insure that the safety responsibilities of his program office are met. He applies flight operational criteria developed by the Bureau of Flight Standards to determine the degree of operational hazard associated with proposed manmade obstructions, etc. He is the

primary FAA representative in the development and/or implementation of operational preventive measures to preclude air carrier accidents. He is the primary FAA coordinator when such accidents occur. He is a near-miss expert and an experienced investigator. He investigates alleged operational violations, taking judicious and rapid action to remedy any areas of weakness.

He is a public relations expert in aviation matters and, along with his above regulatory duties, he has a duty to encourage, protect and promote aviation. He is cognizant and tolerant of layman efforts, in their own interests, to disrupt the orderly progress of aviation.

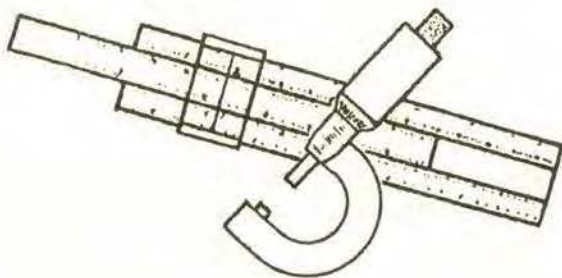
He, along with his pilot contemporaries in General Safety, Flight Inspection, Flight Test, Engineering, etc., work jointly and individually in the interests of a great fraternity. Their paramount thought may be best reflected in the following quotation of a famous aviation enthusiast and personality, relative to the development of the systems, rules and procedures, etc., to serve aviation:

"All of us must concentrate our efforts on simplicity and not forget the backbone of aviation - THE PILOT."

It is with regret that we announce the departure of a most affable and capable individual to non-government pastures. He is Donald W. Stewart, Air Carrier Flight Operations Inspector, who quietly, effectively and consistently turned in commendable performance during his short tour with the Air Carrier Safety Division.

Don has elected to return to Slick Airways, with whom he was previously employed as an Airline Captain. He will resume his duties as Captain in LOG-AIR activities for the Military under recently awarded contracts to Slick Airways. The loss of Don's 11,000 flying hours of operational "know-how" will be significantly felt by this Division; however we are grateful for his considerable contri-

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AIRCRAFT ENGINEERING

The Cessna Model 210 was granted Type Certificate 3A21 on April 20, 1959. This aircraft, a picture of which is shown, is the latest development in the Cessna line of high-wing single-engine personal and business aircraft. As you can see, it has a retractable gear, the main gear retracting aft into the fuselage and the nose gear retracting forward into the cowl under the engine. This gives the aircraft a very clean appearance and a cruise speed comparable with other retractable gear aircraft with the same power.

The gross weight is 2900 pounds and there are accommodations for the pilot and three passengers. The aircraft was certificated under the Delegation Option Procedures, in which the manufacturer determines compliance with the Civil Air Regulations and FAA verifies the compliance by making specific checks. The Delegation Option verification program is carried out in the following manner. A preliminary meeting with the manufacturer is held in which he describes the aircraft and his program for certification. The FAA then indicates which specific areas we will check and informs the manufacturer of our verification program either by a copy of the minutes of this meeting or a specific letter. On the Model 210, for instance, the following items were checked by our Aircraft Engineering personnel. Aircraft and Equipment Branch reviewed the basic load analysis and witnessed a flap and gear actuation test. Power Plant Branch made an inspection of the engine installation details and reviewed the fuel flow test report and the power plant operation section of the Type Inspection Report. Flight Test Branch and Manufacturing Branch reviewed their



Cessna Model #210

respective portions of the Type Inspection Report when it was completed by Cessna and made ground and flight checks of critical items to determine the accuracy of the report. Manufacturing Branch also reviewed the Cessna conformity program on the prototype aircraft.

At the conclusion of this program Cessna held a final type certification board meeting in which FAA personnel again participated and all unanswered questions (Cessna's or FAA's) were summarized and appropriate solutions agreed upon. The manufacturer presented his certification of compliance with the Civil Air Regulations and upon the basis of the FAA verification program, the Type Certificate was issued. Cessna is setting up a production line to produce this model, which will be available for sale during the late fall and early winter.

EXHAUST HEAT EXCHANGER MEETING

At the request of the Washington Office a meeting between FAA personnel and the personal aircraft manufacturers was held in Kansas City on May 4 and 5 to discuss exhaust exchanger and manifold failures. At-



John Carran (left), chief of the FAA's Aircraft Engineering Division for Region 3, Kansas City, is pictured presenting the type certificate to J. H. Gerteis, Cessna's chief engineer of commercial aircraft, and Obed T. Wells, who serves as Designated Manufacturers Certification Representative (DMCR) for the FAA at Cessna.

tendance at the meeting included representatives of Beech Aircraft Corporation, Bell Helicopter, Cessna Aircraft Company, Piper Aircraft Corporation, Hanlon and Wilson Company, and FAA personnel from all four regions and the Washington Office.

Frank Bondor, Chief of Power Plant Branch, was chairman of the technical discussions. The subjects discussed included a review of typical failures, the effect of failures on continued safe flight, the means available for the pilot to protect himself after failures, inspection procedures to determine failures, repair procedures subsequent to failure, design improvements, an educational program for pilots, and carbon monoxide indicators.

The conclusions reached were that an educational program should be initiated in September to bring to the attention of aircraft owners and operators the danger of carbon monoxide poisoning and action which

should be taken to prevent serious accidents, and the necessity of periodic inspections to determine failures. It was agreed that the educational program should include FAA, AOPA and all personal aircraft manufacturers and should include poster releases and other means which would make the public aware of the dangers involved. Periodic inspections appear to be needed more frequently in the early stage of development and service of aircraft. Failure rates have decreased extensively after aircraft have achieved considerable service history. These conclusions and recommendations were forwarded to the Washington office for action and we expect that the educational program will be forthcoming within the next few months.

DOWN ON THE FARM

Retirement from the Federal Aviation Agency on June 30, 1959, marked the end of a thirty-year career (approximately 23 years in government service) in the field of aeronautical engineering for Fritchiof Hammerberg of our Airframe and Equipment Branch. During his more than twenty-two years of government service he served in five regional offices in addition to the Washington office.

Upon graduating from the University of Michigan in 1929 with a BSAE degree he joined the Great Lakes Aircraft Corporation in Cleveland, Ohio, where seven years were spent in the Engineering Department of that concern.

In November 1936 Fritz joined the Bureau of Air Commerce (forerunner of the CAA and FAA). After about one year in the Washington office, a transfer was made to Seattle, Washington, to handle Boeing Airplane Company projects. Boeing at that time was developing its Models 314 and 307 aircraft, which were the first of the larger type transport aircraft to be designed and fabricated.

Upon completion of the Boeing assignment in December 1940 he moved to the regional

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MORE ABOUT WOMEN

by George W. Kriske, KC-500
Chief, Air Traffic Control Division

In the June issue of FLIGHT LINES we told about the gals working in the Traffic Control Towers and Air Route Traffic Control Centers. This issue completes the story by telling about the gals in the Air Traffic Communications Stations.

Margaret Lawson Brown, (Watch Supervisor) Minneapolis. Margaret graduated from Buena Vista College at Storm Lake, Iowa, with a B. A. degree. She majored in Math and History, and taught school before entering on duty with CAA in the Chicago Training Center in 1944. Margaret has seen service at Toledo, Romulus, Rochester, Battle Creek, Pellston, Perry, Ohio, and Fargo Stations, in addition to Minneapolis. Apparently Minneapolis is "the spot", as she has been there since June 1951. She is a member of the American Rose Society, which is a clue to her favorite hobby - growing roses.



Mary E. Olson - Minneapolis, Minn.

Mary E. Olson, (Journeyman) Minneapolis. Mary graduated from high school and attended the Gale Institute at Minneapolis. She entered on duty at the Chicago Training Center in March 1944. She served at Archbold, Ohio; Frontenac, Minn.; Gladwin, Effingham, and at the former R. O. Message Center in Chicago, prior to duty at Minneapolis. She participates in activities at St. Marks Episcopal Church. Her hobbies include bridge, golf, and upholstery.

Jane Marie Peasley, (Watch Supervisor) Minneapolis. Jane graduated from high school, and also attended the Gale Institute. She entered on duty at the Atlanta Training Center in January 1944, and worked her way north via stations at Birmingham, Alabama, and Memphis, Tenn. Her hobbies include record-collecting, color slide photography, and water skiing.

Mildred Barrett, (Journeyman) Lincoln, Nebraska. Mildred graduated from college in Kansas City with a B. A. degree. She entered on duty with CAA in April 1943 in the Kansas City Training Center. She spent some time in the stations at Cassoday, Kansas, Pierre, S. D., and Quincy, Ill., prior to her assignment at the Lincoln ATCS. Her best recollection of the town of Cassoday is the "outdoor plumbing" - cold in winter, isn't it? Mildred has been working strenuously toward a private pilot license, and expects to attain that goal very shortly. (As a matter of fact, her Chief (M. W.) tells us she now has it!) She is active in church, Red Cross, and mental health activities. She is also an avid golfer, but refuses to discuss her score with anyone except in strictest confidence.

Esther E. Wakefield, (Watch Supervisor) Joliet, Ill. Esther is a graduate of high school and the Radio-Television Institute at Minneapolis. She entered on duty at the Chicago Training Center during WW II, and has approximately 15 years of service with CAA/FAA. Her duty posts were at Rockford, Cincinnati, Effingham, Saginaw, and Chicago, before coming to Joliet. This little gal (less than 5 ft., does not weigh 100 lbs.) received letters of commendation for services performed during disastrous floods at Cincinnati in 1956 and the Chicago (MDW) "flood" in 1957. She is also the proud mother of two

girls, aged six and seven, and is active in PTA and other activities associated with being a mother.

Mary E. Ellsworth, (Journeyman) Lafayette, Ind. Mary attended Grinnell College (Iowa) and later graduated from the University of Minnesota, with a B. S. degree, Cum Laude. She also attended Minneapolis Electronics Radio-TV Institute in 1943. She entered on duty in the Chicago Training Center in December 1943, and her posts of duty include Madison, Bradford, Huntington, W. Va. Akron, and Lafayette. Prior to her CAA service she served as Librarian in the Minneapolis Public Library. She served with the Ground Observer Corps (Volunteer) in 1952. Her hobbies include photography and gardening.



Naemi M. Bergstrom - Milwaukee, Wis.

Naemi M. Bergstrom, (Journeyman) Milwaukee. Naemi graduated from high school and business college, plus Radio Electronics School. She graduated from the Chicago Training Center in 1943, and has served in a "few" stations; namely, Chicago CEMO, Cadillac, Youngstown, Springfield, Ill., Perry, Ohio, Lansing, and Milwaukee ATCS. She is a member of the American Meteorological Society. Additionally, she is associated with the YWCA, and is interested in Red Cross work. Her hobbies include travel, sports, music, and reading. At some future date she expects to operate an amateur radio and weather station.



Carol J. Baney - Minot, N. Dak.

Carol J. Baney, (Journeyman) Minot, N. Dak. Carol is a high school graduate, and entered on duty at the Chicago Training Center in March 1943. Since then she has seen service at Perry and Cleveland, Ohio, and now at Minot. Carol has a Private Pilot Certificate (SEL) and is a member of the 99's, North Dakota Chapter. We understand she is an entrant in the 1959 All-Woman Transcontinental Air Race - the "Powder Puff Derby", that is. (Good luck!) Carol is also a Major in the CAP, and has been instrumental in starting an Aviation Education Program in the Minot High Schools. The C. O. of the 786th AC&W Squadron at Minot wrote her a letter of commendation in August 1954. Carol is co-owner of a Piper Clipper. It should be obvious from reading the above that her favorite hobby is - flying!

Ardeth L. Strand, (Journeyman) Minot, N. Dak. Ardeth is another graduate of the Chicago Training Center back in '42. She has seen service at Dickinson and Rockford prior to being stationed at Minot. This is her second time at Minot, but since the "second time" started in December 1946 we are inclined to believe she likes the place. (As a matter of fact, she's a native!) In addition to her high school diploma she completed two years of pre-med training at the Minot State Teachers College. Ardeth is also a Private Pilot (SEL) and was formerly a member of the 99's, North Dakota Chapter. She is a

certified bowling instructor. (our information states that only one other woman in North Dakota can claim this distinction.) Sorry, no information was furnished on her past or present averages. She is a member of Beta Sigma Phi (business girls sorority). Hobbies: Flying and bowling.



Harlene N. Small - Columbia, Mo.

Harlene N. Small, (Journeyman) Columbia, Mo. Harlene graduated from the Kansas City Training School in 1943. She has been stationed at St. Louis, Overton, Neb., Eagle, Colo., Denver, and Vichy, Mo., in addition to her present station. Prior to her FAA employment she graduated from high school at Macon, Mo., and attended Northeast Missouri State Teachers College at Kirksville. She was a secretary and a reporter on the Macon, Mo. Daily Chronicle-Herald. (Any scoops?) Harlene received letters of commendation while stationed at Denver and St. Louis; the one at St. Louis for air-ground radio work in locating a lost ambulance aircraft; the one at Denver for over-all operating ability. She is a charter member of the Columbia Aviation Club, the National Federation of Business and Professional Women, and Beta Sigma Phi. Her favorite hobbies include sewing, swimming, and "rooting"

for the St. Louis Cardinals. When is "Stan the Man" going to break loose, Harlene?



Doris J. Dasenbrock - Goshen, Ind.

Doris J. Dasenbrock, (Journeyman) Goshen, Ind. Doris graduated from high school and attended Teachers College. After two years of teaching in elementary schools in Minnesota she attended Minneapolis Electronics Radio-TV Institute and joined CAA in October 1944 at the Chicago Training Center. She has served with efficiency and distinction at Terre Haute, Effingham, Dickinson, and Goshen. Doris and her husband enjoy life on a farm near Benton, Indiana. Her hobbies include flower gardening and home decorating. We have recollections that anything grown on a farm, other than flowers, is work and not a hobby!

Elizabeth K. DeCremer, (Journeyman) Eau Claire, Wis. Elizabeth entered on duty with CAA in June 1942. In addition to graduating from the Chicago Training Center she also is a graduate of the University of North Dakota. She has a B.S. degree, with a major in Home Economics and minors in Chemistry and Education. Duty stations include Peoria, Muskegon, South Bend, Chicago, Moline, Youngstown, Milwaukee, and now Eau Claire. Her hobby - golf. Score - Top Secret!

Jane M. Wisler, (Supervisor) Detroit. Jane is a high school graduate and entered on duty at the Chicago Training Center in

October 1942. Prior to Detroit she saw service at stations in Warsaw, Ky., Springfield, Ill., Cleveland, Akron, Perry, and Toledo, Ohio. Her interests include her husband, one daughter, and a home. Hobbies-fishing, sewing and swimming.



Hazel A. Zeller - Huron, S. Dak.

Hazel A. Zeller, (Journeyman) Huron, S. Dak. Hazel graduated from high school and attended Kansas City Junior College and Midland Radio-TV Institute. She entered on duty with CAA at the Kansas City Training Center in 1943. After duty at Marshall, Mo. St. Louis, and Huron, she was "RIFFED" in December 1946, later returning to duty at Watertown, S. D., in June 1951. She transferred to Huron in October of that same year. Hazel is a member of the Huron Chapter of Altrusa International and the Fair City Garden Club of Huron, and formerly a member of the Heart of America Amateur Radio Club (K. C.). Her winter hobby is stamp collecting. In the summer she turns to gardening-flowers and vegetables. She has won several first prizes for flower exhibits and for canned fruits and vegetables at the South Dakota State Fair. She must be what you call a Horticulturist!



Margaret W. Anderson - Eau Claire, Wis.

Margaret W. Anderson, (Journeyman) Eau Claire, Wis. Margaret entered on duty at Chicago in 1943, and is a graduate of the former Training Center at that location. Her assignments include McCool, Ind., South Bend, Chicago (ATCS and CEMO) and Pellston prior to Eau Claire. Margaret has a degree of Associate in Arts from the University of Minnesota. Her hobbies include photography and bowling.



Dimps Ena Southard - Kansas City, Mo.

Dimps Ena Southard, (Teletype Operator) Kansas City, Mo. A comparative newcomer Dimps entered on duty at Kansas City in August 1953. She is a commercial pilot with an Instrument Rating, and is presently working on her Instructor's Rating. She is a major in the CAP and is a member of AOPA, Mis-

souri Pilots Association, the 99's, Beta Sigma Phi, a member of the Sports Car Club of America, and drives an MCA roadster. In addition to all this, she raises Yorkshire terriers as a hobby! What do you do in your "spare" time, Dee?)



Dorothy J. Lee - Rapid City, S. Dak.
E. Jean Tough - Rapid City, S. Dak.

Dorothy J. Lee, (Journeyman) Rapid City, S. Dak. Dorothy entered on duty with CAA at the Kansas City Training Center in April 1943. She has been stationed at Knoxville and Chillicothe, Missouri, Hayes Center, Nebr., Denver, Pierre, and Rapid City. A native of Hawkeye, Iowa, she has a B.A. degree from Christian College and the University of Missouri. Dorothy is a Private Pilot (SEL), holds all Ground Instructor Ratings, and is working on her Commercial Pilot license and Instrument Rating. She is a member of the 99's, local and national AOPA, the South Dakota and National Flying Farmers. Her hobbies are fishing, photography, and flying. She too is entered in the "Powder Puff Derby" from Lawrence, Mass. to Spokane, Washington, early in July, and will fly a Cessna 140 owned by her RAP co-worker, E. Jean Tough.

E. Jean Tough (Journeyman) Rapid City, S. Dak. Jean was a school teacher in North Dakota, and entered on duty with CAA in September 1943 at the Kansas City Training

Center. She has really "been around" with CAA/FAA, having served at Hutchinson and Dodge City, Kansas, Vichy and Kirksville, Mo., Portland and Augusta, Maine, Hayes Center, Nebr., Denver, Pierre, and Aberdeen, S. D., prior to Rapid City. In addition she spent about a year and a half in the romantic paradise of Hawaii at the Honolulu Center. Diamond Head and Waikiki are "old stuff" to this wahine. (That means "girl", for the benefit of you unfortunates who have never been to Hawaii.) Jean has a Private Pilot license (SEL) Ground Instructor Ratings, and is a member of the 99's, local and national AOPA, and the South Dakota and National Flying Farmers. Her hobbies are bowling and flying. She is the proud owner of a Cessna 140 (2212V), which will be flown in the "Powder Puff Derby" by her associate at Rapid City - Dorothy Lee.



Dorothy L. Stover - Kansas City, Mo.

Dorothy L. Stover, (Journeyman) Kansas City, Mo. Dorothy is a high school graduate and worked for Skelly Oil Company. She entered on duty with CAA in October 1942 at the Kansas City Training Center. She has seen service at Fairfield, Utah, Ft. Bridger, Wyo., Big Springs, Nebr., Joplin, Mo., Cassoday, Wichita, and Dodge City, Kansas, in addition to Kansas City, where she has been since September 1947. Her current duty assignment is at the Central Altitude Reser-

vation Facility, CARF, located in downtown Kansas City, where she is Coordinator, CARF Teletype Unit. Raising flowers and fishing are her main hobbies. Dorothy practically makes a business out of her fishing hobby, with frequent trips to Canada, Arkansas, and the Ozarks country in Missouri. She catches 'em too!

Mary E. West (Assistant Journeyman) Kansas City, Mo. Mary entered on duty in 1942 at the Kansas City Training Center. After graduating from the school she was sent to Anthony, Kansas. In July 1944 she transferred to the Kansas City ATCS, and has been there since that time. Golf, fishing, painting and ceramics are her hobbies. Mary has a special interest in dramatics, since she studied that subject at the Conservatory of Music in Kansas City after finishing high school.

Rosemary W. Baker, (Journeyman) Lone Rock, Wis. Rosemary graduated from high school at Spring Green, Wisconsin, and entered on duty at the Chicago Training Center in 1943. With the exception of a short tour in the Chicago Station, and CEMO, she has been a member of the Lone Rock ATCS. This is probably a record for minimum number of stations in this period of time, which speaks well for Lone Rock. Her primary interests, outside of FAA, are her three children, her husband, and keeping the books in her husband's plumbing and heating business. Her spare time (and certainly it can't be much) is spent in golfing and sewing. As usual, no golf scores were furnished!

M. Kathryn Barnett, (Journeyman) Quincy, Ill. Kathryn attended Northeast Missouri Teachers College at Kirksville, and worked as secretary, bookkeeper, IBM operator and bank teller. She originally entered CAA in June 1942 at the Kansas City Training Center, and later served at Overton, Nebraska, and Akron, Colorado, before resigning in March 1946. After a "short" break in service Kathryn was reemployed by CAA and assign-

ed to Quincy in March 1956. Her hobbies include bowling, tennis, golf and soft ball. No bowling or golf scores were included in the information furnished!



Donna M. Wharton - Kirksville, Mo.

Donna M. Wharton (Journeyman) Kirksville, Mo. Donna graduated from high school at Trenton, Mo., and entered on duty at the Kansas City Training Center in October 1942. After duty at Malden, Mo., Dodge City, Advance, Mo., Kansas City, and Rapid City Stations, she resigned in December 1946. Donna was reinstated at Kansas City in May 1951, and transferred to Kirksville in December 1952. She refers to the 5-year period between 1946 and 1951 as the time she took out to have a family, a son and a daughter. With a full-time job in FAA, a 7-room house, and a family to take care of, she claims to have very little time for hobbies and outside activities! Time permitting, she lists sewing and flying as her favorites. What happened to the baton twirling, Donna?

Mary Lynn E. Bissonette, (Journeyman) Detroit. Mary graduated from high school and Electronics Radio-TV Institute, and was a radio operator with FCC. She entered on duty with CAA at the Chicago Training Center in March 1944. She saw duty at Chicago, Golv, N. D., Toledo, McCool, Ind., Perry Ohio, Minneapolis, Saginaw, and Fort Wayne Stations prior to Detroit. She received a letter of commendation from the Detroit City

Airport. Mary is an Associate Girl Scout Leader. Her hobbies include bowling, soft ball, basketball, roller skating, ice skating, music, and photography. She also is the National Treasurer of ATCOG and National Co-Treasurer of NAATS.



Mary Lynn E. Bissonette - Detroit, Mich.

We hope these thumbnail sketches of the girls who do their share of duty in our centers, towers, and stations have been of interest to all. We enjoyed getting the information together for this article - y'know it's amazing how much we found out about these gals by snooping around in their personnel files and our own Division records, not to mention some volunteered dope from various people. If we have omitted anyone we are sorry and offer to give them special mention in another issue of FLIGHT LINES, as we relied on the information sent in by each Chief in response to our memorandum of April 20, supplemented by RENOT 9/171 April 301600. Keep up the good work!

RADIOLOGICAL MONITORING CAPABILITY TESTED

Towers and Stations in Illinois, Indiana, Michigan, Missouri and Wisconsin participated in the regional phase of Operation Alert 1959 on July 9 by completing a series of exercises on the fallout situation resulting

from the simulated bomb drops of Operation Alert. The Regional Office of the Office of Civil and Defense Mobilization at Battle Creek made up the tests, each of which was tailored to the local situation. The tests were enclosed in a series of sealed envelopes which were opened at stated intervals throughout the day. From the meter readings of the various types of instruments given with the tests, the level of radioactivity was computed and pertinent questions answered. Little advance notice was given nor were any hints provided. This was done purposely in order to simulate actual conditions as much as possible.

The success of the exercise is attested by these typical comments:

"We enjoyed this exercise very much."

"It is hoped that this is the first of a series of such tests. It is suggested that FAA Region-wide tests be conducted, similar to this one, or more complicated, in order to keep up proficiency of trained observers."

"Good review of course."

"This was an excellent time to apply some of the training we have received. Make the problems more difficult. The operation was very interesting for the monitors, and considerable interest was shown by all personnel in the facility."

"We desire more exercises. We need the practice."

The enthusiasm and cooperation of the monitors in completing the exercise indicates the interest in FAA's radiological monitoring program. It is hoped that this interest can be kept alive by conducting similar tests throughout the Region on a regular, but surprise, basis in the future.



FAA has adopted a Special Civil Air Regulation relaxing restrictions applying to carriage of persons other than crew members aboard all-cargo aircraft.

Continued from page 8

office at Los Angeles, California. One of his assignments while there was project engineer for the Douglas Model DC-4 (C-54) airplanes.

In July of 1942 he moved to the Region One office at New York City where he handled Sikorsky, Grumman and Martin Company projects. Fritz says his most interesting assignment at Region One was the Budd Manufacturing Company project involving a cargo-type airplane fabricated entirely from stainless steel material.

Upon the establishment of the old Region Three Aircraft Engineering Division office in Chicago, Illinois, in 1945 Fritz again moved, transferring to that office. During this tour of duty he became Chief, Airframe and Equipment Branch. He held this position until 1953 when the Chicago office was consolidated with the Kansas City Regional Office.

Since Fritz had established his family on a farm north of Chicago at Wadsworth, Illinois, he chose to remain in the Chicago area as an Engineering Service Representative rather than move to Kansas City as Chief, Airframe and Equipment Branch. As Service Representative in the Chicago District Office he approved modifications to aircraft in service in that area. In 1956 the Service Representative position in Chicago was discontinued and Fritz was transferred to Kansas City where his talents as a project engineer (structures) were put to good use in Airframe and Equipment Branch and he was made responsible for all Beech Aircraft Corporation projects and the McDonnell Aircraft Corporation Model 119A jet transport now undergoing type certification. After his transfer to Kansas City Fritz commuted between Kansas City and his home in the Chicago area. We are not sure, but Fritz must have set some kind of a record as a commuter in the FAA.

Fritz has just about covered the waterfront during his years in aviation, going all

the way from the Great Lakes trainer to the high speed, high altitude jet transport via the Douglas DC-4 and Boeing 307 and 314 route. Although the failure of his health has resulted in disability retirement, all of us hope the peace, quiet and serenity of the farm will restore him to good health. We hope he will be able to do the things a person likes to do but somehow, while working, never finds sufficient time to do. The future plans of the Hammerberg family are not known at this time, but we assume they will be "down on the farm" at Wadsworth, Ill.

WELCOME

The Division is glad to welcome Miss Emma Marcella Pratt, transferring from the USAF to our AEDO #43 at Wichita, replacing Ruth Ann Rutter who recently transferred to RAPCON, McDonnell Air Force Base, Wichita.

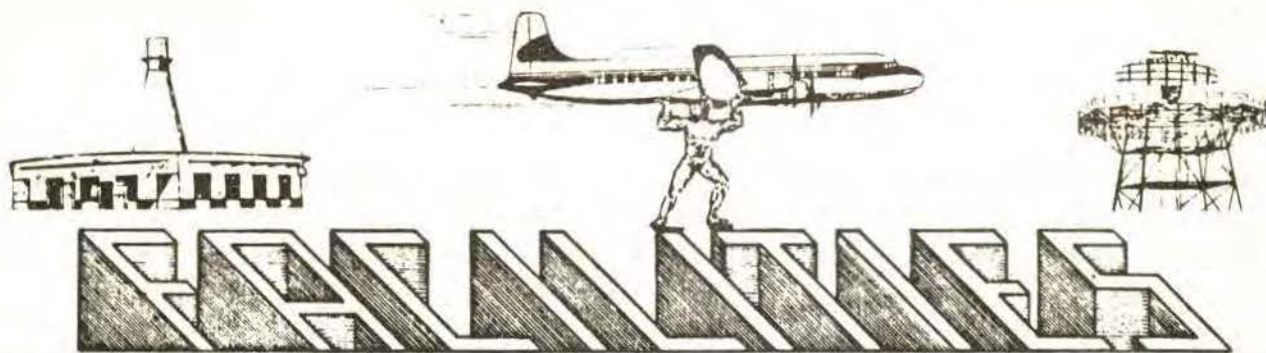


FAA DOIN'S

FAA Administrator E. R. Quesada reported recently that the most effective device yet discovered for damping the noise of jet and turboprop aircraft is natural foliage. He said FAA would make use of that principle in construction of the new Washington International Airport and would supply detailed information about it to airport builders all over the U. S. in the near future.

The FAA recently proposed to require that all passenger-carrying transport-type airplanes be equipped with airborne weather radar.

RVR (runway visual range) now in operation only at Idlewild, Los Angeles, Newark and Washington National, will be available at 24 additional airports by fall. Region 3's will include Detroit-Willow Run, Chicago O'Hare, St. Louis, Indianapolis and Fort Wayne.



THIS IS A VOR

Come with us on a VOR Site Test. We follow the birds - in reverse - north in winter south in summer. At least it seems to work that way.

Four trucks are strategically spotted over our eleven state region. These trucks contain VOR transmitters, folding counterpoise, antenna array, cables, etc. Civil Engineering informs us of a site which they have found, surveyed and staked. And that simple word "found" does not describe the trouble and work put out by civil engineers, but that is their story. To continue our story, we usually journey by commercial transportation to the Site Test truck, drive it and another car used for transportation to the new site. There we proceed to set up our truck. We transform it into a full-powered VOR with its own engine generator, extra fuel tanks, and a complete set of tools and electronic instruments.

The truck is carefully oriented so that it faces Magnetic North and is over the center of the site. The VOR is then tuned up on the frequency chosen for this site; communications equipment on VHF is set up for constant communication between the Flight Inspection crew and the Site Test crew.

Flight Inspection will be along soon, weather permitting. And that "weather permitting" may be 20 degrees below zero, as long as they can see the ground and the bright orange truck with silver counterpoise. Last winter Mr. Rickman called in from Pellston, Michigan, and said he was ready for flight check with 47 inches of snow coverage.

When the Flight Check crew arrive they check the portable VOR for proper course

alignment, and if not correct, we make the necessary adjustments to the ground equipment.

Now we are ready for detailed checking of the VOR radiated course structure. The most critical part of this check for us is the ten nautical mile theodolite orbit. The theodolite could be called a fancy transit - with a confusion factor thrown in. The airplane always appears to be flying upside down.

This instrument is aligned so its zero degree mark is pointing to Magnetic North. The Flight Check plane starts a counter-clockwise flight around the VOR, always maintaining the ten mile distance. At each five degrees (precisely) we track the upside-down plane and as its nose crosses the spider crosshairs as projected on the theodolite lens, we press a button. This transmits a tone, which is picked up by the airplane receiver, and used to make a mark on a paper recording, which is a record of the signal radiated by the VOR. This one run will take about thirty minutes, if all goes well, and any final orientation of VOR courses can be calculated from this recording.

There is still a lot of flying to be done. A twenty-mile counter-clockwise orbit, and a



forty-mile counter-clockwise orbit. Just to circle a station at a distance of forty miles takes about an hour and forty-five minutes. Then, too, all this checking presupposes no rain or snow showers or low ceilings, aircraft mechanical failures, airborne electronic equipment failure, or tube failures in our equipment, engine generator chugging along with no fluctuations and with plenty of gas, which we may have carried in through deep snow, in five gallon cans.

Then comes the checking of Airway Radials for distances up to a hundred miles. A radial could be any straight course radiating from the VOR station, and in the eastern portion of our region with its crowded airways, there can be two days flying just on radials.

When the Flight Check crew gets its flying done we can "button up" (dismantle) our equipment, drive the truck to some airport or other convenient parking spot and head for home (R. O.). Then there is a study of the many feet of recordings to determine the acceptability of the proposed site. Reports and analysis must be written up for various divisions. Then file the original report in the drawer marked "Completed Site Tests".

(Continued from page 6)

butions to the FAA.

Good luck and happy landings, Don! Don't forget us.

ACSDO 34, Minneapolis

This office had its annual meeting on May 12 and 13, 1959, with representatives from other regions associated with the operations of Northwest Airlines. Mr. Mundy and Mr. Denfip of the Regional Office attended this meeting.

ACSDO #33, Kansas City

Trans World Airlines is being crowded in "their own back yard" with commercial jet traffic. Continental Airlines brought their

Boeing 707 "Golden Jet" into Kansas City on a proving run in June with an eye to commencing scheduled service on or about August 8.

Inspector Mitchell has had a sojourn at the Aeronautical Center attending the Aircraft Simulator Course, while Mr. Canney still "vacations" in California.

ACSDO #32, Indianapolis

June 1, 1959 saw a repeat performance by TWA Boeing 707 jet airliner; arriving Indianapolis Airport about 6:20 a. m. and departing 8:05 a. m. with 113 passengers bound for New York. Inclement weather at New York made possible the 707 visit. Early risers of that morning was attributed to the purring jets of the 707 as it departed over Ben Davis and surrounding localities- a sight to behold.

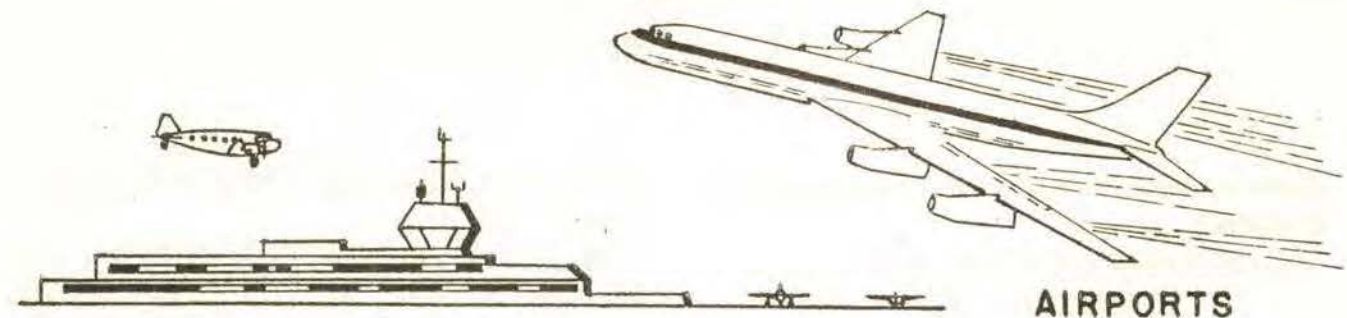
Indianapolis Airport showed a large increase in activity during May with all airlines showing a large increase in passenger loading; 41,000 inbound and 40,000 outbound. 15,000 aircraft were handled without a single reported incident. The greatest volume of passengers and aircraft was just prior to May 30th and the 500 mile race. Planes of all types from Constellations to F-51's were observed on and around the airport. Weir Cook Airport reported approximately 300

aircraft landings between 8:00 and 10:30 a.m. (2 per minute); Shanks Airport reported approximately 385 and Sky Harbor 15. Indianapolis ATCS contacted 250 aircraft and had flight plans for 244 inbound and 123 outbound.

Most welcome news - new equipment and furnishing for the employees cafe. We're wondering about the "food".

Mr. Frank Reynolds returned to his office and duties after a 90-day illness. Welcome back, Frank.

With the aid of some 200,000 race fans, Roger Ward won the 500 Mile Memorial Day classic (otherwise known as the "Big Spectacle").



A QUESTION, DR. ANTHONY (or, Why Do It the Easy Way)

It should prove interesting - if indeed it is susceptible to measurement and analysis - to see the results of a study of the general and specific causes for a phenomenon with which we're confronted each year. During the late fall and winter months when there is little or no airport construction, and contractors are hungry and can be expected to sharpen their pencils on bidding on the next season's work, FAA project submittals tend to rock along at a leisurely pace.

Then, starting about March 15th, with the construction season fairly upon us, and highway and other construction jobs being let all over the place, momentum starts to build up imperceptibly at first, and then about April 15th - after a good long look-see at planning and design problems over the winter - program changes start blossoming profusely, right along with the spring flowers.

Comes May 1st, letters and telephone calls start coming in, carrying with them a note of vigor and belated determination on proposed airport development and the pressing need for getting it accomplished during the current construction season, and as May nears its end, these expostulations begin to be tinged with panicky overtones. With the greater acuity afforded by better May sunlight, the sharper focus on the need for program changes and amendments bears fruit in a veritable avalanche of these fascinating and challenging situations, and more prosaic methods of communication give way to dispatches, telegrams and airmail-special delivery rush.

By the first week in June families of Regional Office personnel start experiencing

Life Without Father. The stenographers begin mounting an extra typewriter on the right side of their desks, and typing two reviews simultaneously. About this time, the spectre of lapsing of local, state and federal funds begins being asserted as a reason for according priorities among priorities, and requests for authority to advertise are submitted practically simultaneously with Project Applications. This also is the season for getting in the projects with the thorniest unresolved land-acquisition and title problems, financing dilemmas, design bugaboos, and clear-zone fence straddling.

Comes June 15th and frantic effort is made to get rent-free space schedules, evolve special provisions to cover deficiencies and get buttressing statements and explanations in. The stenographers at this stage install two additional typewriters on the floor so that otherwise idle toes can be put to constructive use.

From there on out until June 30th, the whole thing becomes a fused and confused Welter of crises, wherein improvident planning and timing allows no time for readvertising on overrun bids, and all distinction between weekends and weekdays and day and night are lost.

Anyhoo, stamina and the inexorable march of time being what they are, July 1 finally is an accomplished fact, but, pu-lease, no more Grant Offer acceptances at 11:45 p. m. on June 30 in a passenger waiting room at Chicago Midway Airport.

After the dust and nerves have settled and we've had a chance to take stock, we have arrived at the following year-end current and cumulative tally for the expenditure of blood, sweat and tears. (The dollar amounts represent net obligations, after

close-out under-runs and amendment increases.)

No. of Projects and Federal Obligations
Fiscal Year - 1959

Ill.	20	\$5,143,134
Ind.	8	1,220,187
Iowa	8	1,769,941
Kansas	12	380,943
Mich.	23	2,285,633
Minn.	10	1,725,125
Mo.	7	2,598,864
Nebr.	7	1,147,545
N. D.	5	144,702
S. D.	7	116,091
Wis.	10	1,445,900
	117	\$17,978,065

FY 1947 thru FY 1959

Ill.	121	\$27,714,041
Ind.	63	7,306,612
Iowa	111	6,824,391
Kansas	99	3,741,099
Mich.	159	15,774,653
Minn.	123	11,965,729
Mo.	92	14,856,579
Nebr.	132	4,620,577
N. D.	76	1,825,411
S. D.	77	1,841,314
Wis.	94	9,741,202
	1147	\$106,211,608

Awarding of 15-year pins to Roy C. Sagness and Victor Wink (Airport Engineers, District 2) on May 27, 1959, was made during a meeting of FAA personnel within the area of GSDO #12 at Union Airport, Lincoln, Nebraska.

James Q. Hossack, engineer and pilot, is the new face in District 2 office. Jim has been flying his personal plane in assisting his colleagues on airport inspections within the states of Nebraska, South Dakota and Iowa. The marginal flying weather encountered in South Dakota proved an excellent

test for his flying and navigational experience.

Mr. Roy C. Sagness of this office is now the proud owner (has title) and driver of a new sleek Colonial white 1959 Thunderbird. Nuf sed! Whistle bait, the which there ain't no whicher.

RED CARPET SERVICE

The Airports Division has had two foreign national trainees under its wing for the past eight weeks; Mr. Buu Hap of Vietnam and Mr. Jose Holguin of Panama.

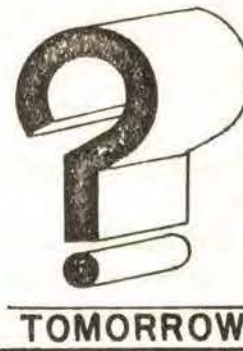
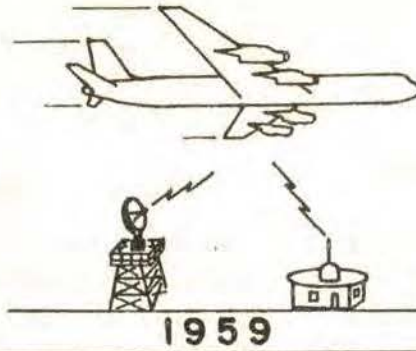
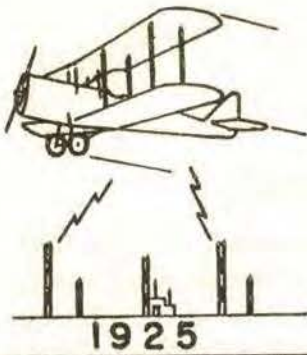
Messrs. Hap and Holguin are participants of the U. S. Technical Assistance Program, Office of International Coordination. They are in the United States for six months to study and observe airport engineering, design, construction, lighting, maintenance and related subjects. During their training in Region 3 they were assigned to Deputy Chief Robert L. Campbell.



Left to right: Mr. Buu Hap, Chief, Engineering Division for Airports; Mr. Jose A. Holguin, Airport Engineer, Dept. of Public Works; Mr. F. D. Bellamy, Dist. Eng., #4.

Buu Hap lives in Saigon, Vietnam and is Civil Engineer, Directorate of Air Bases, V. N. He supervises about 100 persons in the construction of new airports and main-

Continued on page 35



AIR TRAFFIC CONTROL

"FAA's MOST
CHALLENGING
MISSION"

DIVISION OFFICE - KC-500

Our "people" level in the field and R. O. reached 2,962 at COB May 31, leaving 157 to go to reach our total FY '59 authorized staffing (as we have mentioned before, there will be a deficit of some 23 vacancies, give or take 2 or 3, that will remain unfilled no matter how much effort we make due to normal attrition and turnover causes that take place every month and the month of June will obviously be no exception).

Yourstruly managed to visit the following facilities during June, traveling via rental aircraft (mostly COMANCHE): STL Twr, Cntr, ATCS; OMA Twr, RAPCON; SBN Twr, ATCS; MDW Twr, Cntr; LAN Twr, ATCS; MTC RAPCON; DET Twr; FNT CS/T; DTW Twr, Cntr, ATCS; LAF ATCS; MZZ Airport; IND Twr, Cntr, ATCS; HUF Twr, ATCS; EVV CS/T; CID Twr (soon to be commissioned), ATCS. A few of the above facilities were "first timers" on my itinerary, others I had not seen for a few years, and of course several more were "repeaters", since my field travel activities require more frequent visits to certain of the major locations. I am planning to visit as many more of the "first timer" locations as I can find opportunity for in the coming months, perhaps even on a weekend day once in a while, in order to become acquainted with the facility layout and meet the personnel on duty. Before the month of June closes out I expect to add some 6 or 8 additional facilities to the COMANCHE "scalp list" (don't draw any wrong inferences from that term).

The ATCS Chiefs conference is currently in session at the Pickwick Hotel in Kansas City as I write this, in case you have wonder-

ed where your Chief has been and you haven't seen him around the wigwam for several days. We will have a report on the Conference in the next issue, so won't go into any details here other than to tip you ATCS personnel off to the fact that when he comes back home and tells you how rough the conference was and how he had to work through long hours at night to complete discussions on agenda items, just say: "Oh, yeah? How about those nights you spent seeing "South Pacific", the Starlight Theatre ("Firefly" with Anna Maria Alberghetti), and the Kansas City Athletics-New York Yankees ball games!" More on this later.

WHO HAD THE KEY???

What two Regional Office representatives got themselves marooned on the old vacant tower catwalk at Ottumwa during a recent visit? It seems that after considerable anxiety and a desire to heave a stone through a newly-installed window glass, they attracted the attention of a party on the ground, only to find that other members of their party could not reach them because one of the "maroonees" had the key to the tower all the time. We're not saying who they were, but E.K. of KC-510 and L.R. of KC-520 can give you all the details.....

CENTRAL ALTITUDE RESERVATION FACILITY (CARF)

Greetings from 720 Delaware Street in downtown Kansas City, where we of the Central Altitude Reservation Facility (commonly called "CARF") reside!

Our personnel number approximately 32, with Mr. Robert Bounds as Chief; James Kerr - Deputy Chief; Dorothy Stover - Co-

ordinator (Teletype Room), and Secretary - Barbara Durrett.

CARF is, in general, a sort of melting pot inasmuch as it draws its controllers from "all over", including Hawaii and Alaska. Unique too is the fact that CARF serves not only the Third Region but all six Regions, its main purpose being to coordinate and allocate altitude reservations in the Continental United States for military jet aircraft tactical missions involving multiple aircraft movements. Many altitude reservations involve military aircraft movements through Canadian airspace and to overseas bases in Europe, Africa, and the Far East, which involve coordination with Air Traffic Control agencies in the countries concerned before the arrangements for clearances are completed.

Interesting -- very! Why not drop in and get acquainted?

FAA PROMOTES AUGUST H. LaRENZIE, JR.

The FAA announces that Mr. August H. LaRenzie, Jr., formerly of Eagle River has been promoted to the position of Assistant Chief of the Air Route Traffic Control Center, 6013 South Central Avenue, Chicago Illinois.

In this position Mr. LaRenzie is in charge of the operations functions of Air Route Traffic Control for a large area which includes Chicago and Milwaukee.



FIELD ITEM

We have received information from the Detroit area that the 40,000th GCA approach made at the Grosse Isle Naval Air Station involved a Michigan ANG VC-47 type aircraft piloted by a Major Hedges, with his co-pilot, a Captain Muir, on May 6. Since there were obviously 39,999 GCA approaches already recorded by the Grosse Isle (NAS) GCA, this event does not qualify as a "FIRST"; however, that 40,000 number is impressive in itself. In case you have not recognized the participants in this noteworthy event, the pilot was Clay Hedges, Detroit Center Chief, and the co-pilot was Keith Muir, Deputy Center Chief, both traveling under their ANG alias. Although not mentioned in this news item, we also recall an episode involving a landing at Indianapolis in a Michigan ANG F-89 piloted by the same Captain Muir, which occurred on October 30, 1957, that made the news. Muir might be persuaded to furnish details.

HEIR LINES!

Two little "deductions" arrived this month for personnel in the Air Traffic Control Division. The vital statistics are:

Mr. and Mrs. George Sneed proudly announce the arrival of -

Lisa Lynn Sneed on July 7, at 2:30 a.m.

She weighed in at 7 lbs. 11-1/2 oz. -21".

Mrs. Julie Sneed is a secretary in the Program Control Office, KC-502.

Mr. and Mrs. Richard Staats also proudly announce the arrival of -

Rebecca Gale Staats who arrived on July 14, at 10:03 a.m. She tipped the scales with 5 lbs. 12 oz - 19".

Mrs. Jane Staats is a secretary in the Planning Branch, KC-510, and the Facilities Division (KC-670) claims the proud papa as its personnel.



Our Regional Headquarters is now decked out with a new sign as shown with Vera Gerhart, control clerk in Property Management Branch.



Above: New Cedar Rapids Control Tower which has just been put into service.

Below: Cedar Rapids Tower Chief E. S. Capps (rt.) together with his staff in a training session.

Left to right: Jack R. Quelle, Robert L. Wenzel, Robert C. Jones, Charles T. Barnett, Bernard R. Zimmer and Norman W. Realph, Training Specialist ATC from the Regional Office.

Springfield, Mo. - Charles C. Pfander, Chief CS/T with James Schultes and Ralph N. Bolick, viewing approach light system installation.





On Saturday, June 27, the R. O. Employees Association sponsored a picnic for all employees and their families. The event was held at Wyandotte Lake, Kansas City, Kansas, and attended by 700 people. Games for the younger set and the oldsters as well were the program of the day.





As a measure of success, the gang consumed:

892 lbs. barbecued chicken

36 lbs. hot dogs

1056 bottles of pop

200 lbs. potato salad

150 lbs. baked beans

840 cups of ice cream

Plus pickles, potato chips, olives, coffee, etc.

A good time was had by all, thanks to the Employees Assn.





Edgar Cook receiving a sustained superior performance award from Leonard W. Jurden. Also shown are Thomas E. Glass and Harry Bender. Mr. Cook is now on duty in Karachi, Pakistan, as an electronics engineer.

Seated: Hosea Crawford, Ind. ATC Specialist, transcribing continuous weather broadcast. Looking on is Station Chief Harold Sumner. Ind. is one of 2 stations in the nation providing continuous weather broadcast.

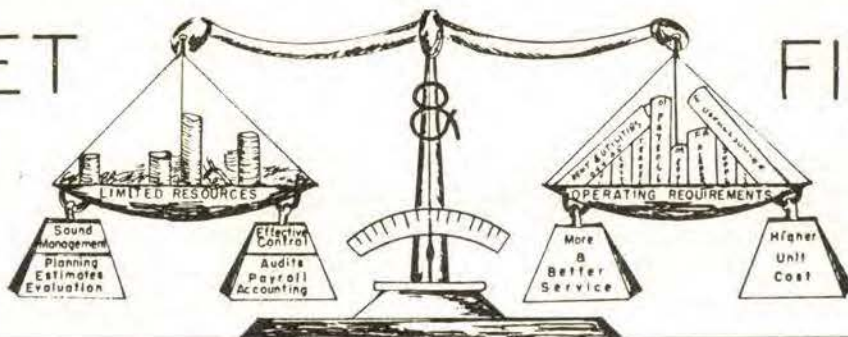


Carl Moffett, seated. Louis Riley and Andrew Bili shown in the Terre Haute ATCS.

Evansville Tower operators Ralph Strickler, left, and Jack O'Donnell showing George Kriske, KC-500, the trophy won by the Airport Tower bowling team. Winning team is composed of FAA personnel.



BUDGET



FINANCE



James L.
Lindsey, Chief
Audit Branch

TAINT NECESSARILY SO

Mr. Elbert Hubbard once expounded on his impressions of accountants and auditors thusly; "The typical auditor or accountant is a man past middle age, sparse, wrinkled, intelligent, cold passive, noncommittal, with eyes like a codfish, polite in contact, but at the same time unresponsive, cool, calm and as damnably composed as a concrete post or a plaster-of-paris cast; a human petrification with a heart of feldspar and without charm or the friendly germ, minus passion and a sense of humor. Happily though, they seldom reproduce - and all of them go to Hell."

Although we do not know the auditors and accountants who impressed Mr. Hubbard or the circumstances under which he was exposed to them, it is safe to assume he had not met the personnel of our Audit Branch, which includes the Administrative Audit, Payroll and Project Audit Sections. These benevolent guardians of the laws, rules and regulations are gifted with a profound capacity for work and deductive reasoning. We thought you would like to know more about the man who heads the Audit Branch, Mr. James L. Lindsey. Jim occupies one of those

positions which requires a very high frustration tolerance. You would think by now that every conceivable problem would have been solved in determining the proper rules governing payments. But the rules are always changing, people don't understand them and new problems areas develop which means endless searching and coordination of mountains of rules, regulations and decisions. Of course nothing takes the place of good sound judgment and a sense of proportion which are essential in auditing operations. The just and expeditious payment of all wages, travel, goods and services is the prime concern of the Audit Branch.

Jim is not past middle age. In fact he was born in 1915 in Overland Park, Kansas. He was graduated from high school in Independence, Missouri in 1933 and received his B.S. degree in Business Administration from the University of Missouri in 1938 where he was on the Dean's Honor Roll. Since college Jim has held a number of responsible positions in the financial management field. Until 1940 he was employed as a Collector and Credit Assistant at the First National Bank in Kansas City. In 1941 he accepted a position as Accountant and Auditor with the U. S. Navy Cost Inspection Service in Center Line, Michigan. During his tour with the Navy he participated in an audit which disclosed the most significant wage stabilization violation case during the War. As the war contracts were nearing completion he accepted a job as Senior Auditor with the Hudson Motor Car Co. of Detroit, Michigan. In 1946 he became homesick and returned to Kansas City as Internal Auditor with the Consumers Cooperative Association. From 1950 to 1956 he was Regional Business Manager and Office

Manager for the Kansas City area wholesale outlets for both Kaiser-Frazer Sales Corp. and Packard Corp. From 1956 until the fall of 1958 he was a Supervisory Auditor with the Army Audit Agency. The CAA was fortunate to secure Jim's services last fall to direct the operations of the Audit Branch.

It's not clear as to what Hubbard meant when he says auditors are sparse. However, if he means small, Jim can't argue much. He is five feet and seven inches and wasn't beefy enough to win a football sweater on the field, but, being a persistent man, he won his from an athlete at the poker table. Also his slight build has not kept him from winning several trophies in big bore rifle trap and skeet matches. Jim is a vice-president of the Pioneer Gun Club of K. C., in charge of bench rest activities. He has about twenty assorted guns, including several matched pairs of pistols and shotguns. His big bore and small bore target rifles are envied by all his gun crank buddies. Jim loads most of his own cartridges. He also hunts, fishes (ties his own flies) and collects coins.

During 1940 Jim met Lois Borgeson of Chicago. In December, 1941 he declared it "no contest", gave up and they were married. And just to show how little Hubbard knows, the Lindseys have three beautiful children, Joann-4, Bruce-7, and Janet-16. Jim is very proud of Janet, who in her junior year of high school was elected to the National Honor Society, received a Cum Laude certificate in National Latin Competition Examinations and was elected to the National Latin Honor Society. Bruce is all boy and likes hunting and fishing and almost anything except girls.

WHAT DELAYS PAYMENT OF CLAIMS?

Have you often wondered what causes the delay in payment of your travel expenses and the payment of other bills we owe?

Just to give you a bit of the background on

the processing of claims for payment and the problems involved with which you can give us assistance, here are some of the facts:

In the Administrative Audit Section where all claims, except payroll, are processed for payment, there is a crew of 16 people. Of these, 12 are responsible for the audit of all claims presented. After the claims are audited and verified for accuracy they must be certified by an Authorized Certifying Officer for legality of the claim and correctness of the facts and amounts due. The Certifying Officer is held financially responsible for the payment. In other words, any claim which is paid erroneously either because it is an illegal claim or because it is not properly supported, is the responsibility of the Certifying Officer, who must either effect collection or make repayment. For this reason you can readily understand why we take all precautions before certifying payments.

Just as a reminder, the first requisite for paying a claim is an authorization. In the case of payments to companies, this should be in the form of a purchase order, issued either by the Regional Office or by field personnel. The travel order is the authorization for travel.

Second, we must have an itemized bill. This may be either a bill from the company on its own invoice form, the original of the Standard Form 44 for field purchases, travel vouchers, etc.

Last, but by no means least, we must have an acknowledgment from the FAA employee that he has received the items billed.

Delays in making payment result when we do not have all three of these basic documents, particularly the last two. After waiting a reasonable length of time for all necessary documents to reach us we must follow up either with the company or with our employee for whatever is missing. Other delays are caused by errors in claims presented, either in company invoices or travel expense vouchers.



Raymond J. Scott, of the Air Carrier Maintenance Branch recently transferred to Boston, Massachusetts. Normally this wouldn't be considered news for the General Safety Division column. However, in this case, Scotty took his wife, Phyllis, with him. Phyllis was secretary to the General Operations Branch Chief, General Safety Division. We are very sorry to lose Phyllis, but want to wish her success and happiness in her new surroundings. She was very well known in her own right in this Region because of her friendliness and ability to mix well. She came down here a couple of years ago from her native city, Minneapolis, which at that time she thought was the only place to live. We are proud that she admitted that she was as sorry to leave Kansas City as she had been to leave Minneapolis. We hope it was on account of the people as much as the town, itself. As much as we hate to see her go, we want to wish her the best and would like to offer this toast:

To Phyllis

Here's to you, we're glad we met you, you can bet your life we won't forget you!

It is interesting to note that the 38 persons comprising the General Maintenance Branch in Region 3 have accumulated a total of over 925 years experience in aviation. Of this total, 371 years were with CAA/FAA. Inspector J. H. Whoolery, presently stationed at our Wichita GSDO, was first employed by the FAA in May, 1935, and stationed at Washington, D. C.

During the recent "budget session" a message was sent to GSDO 18 relative to the painting of their office furniture. After

Can you identify our Mystery Pilot?



GSDO 18's reply was received, KC-250 ran into some technicality difficulties and sent the following to them:

"RUMES 262255 UNABLE TO PROCEED WITH PAINTING OF FURNITURE THIS QUARTER DUE TO TECHNICALITIES OF RELEASE CLEARANCE FROM FEDERAL PRISON. /s/ GEORGE W. IRELAND."

In reply to this message, Mr. Ireland received the following: "I WAS SURE SHOCKED TO LEARN YOU ARE IN THE PEN. IF YOU'RE STILL HAVING TROUBLE GETTING A RELEASE BY THE TIME THIS REACHES YOU, I WILL BE HAPPY TO SEND YOU A CAKE WITH SPECIAL HARDWARE INGREDIENTS. /s/ E. R. MICHELSEN."

NEWS FROM THE DISTRICT OFFICES

The situation at Minneapolis is different. "Gal Friday" Cleo Nemer has returned to her old job at GSDO 14, after a six-month

stay in Phoenix. Glad to have you back, Cleo.

The Springfield, Illinois District Office reports that the University of Illinois Airman Examining Agency has just completed the first semester course. Graduates of this FAA approved private and commercial school are issued appropriate pilot certificates without further testing by the FAA. The results of this new examining procedure have been very satisfactory.

On a recent weekend surveillance trip, the inspectors of the St. Louis GSDO noted the following unusual circumstance about an aircraft ready to take off. The occupants were requested to remove all the articles in the aircraft. In addition to the two passengers, the following baggage was also removed: 4 suitcases, each weighing over 50 lbs.; one outboard motor weighing 60 lbs.; 4 cases of large size Coca Cola, 2 coolers, one weighing 120 lbs. filled with beer and ice, and the other weighing 50 lbs.; 2 storage batteries, each weighing approximately 50 lbs. Other articles included tents, stoves, fishing tackle, etc. Needless to say, the inspectors advised the pilot of the inadvisability of taking off with such a load. When they did depart, they took with them only the articles that would not overload the aircraft. What happened to the equipment that was left behind, our inspectors have not learned.

The annual Indianapolis Speedway classic always results in heavy air traffic in the Indianapolis area. There was an estimated 800 aircraft that arrived and departed on May 30th at the Indianapolis Municipal and Shank airports. During the preceding fourteen years of this annual classic our inspectors advised that there have been only three minor accidents and one accident in which there were injuries to pilot and passengers - an excellent record for the volume of traffic that occurs only once a year!



THE MYSTERY PILOT

Back in the depression days a young Colorado cowpoke spent his last 75¢ to buy a ride in an old tri-motor Ford. This incident marked the entrance of Dave Detamore into aviation. During the long, lean years of the depression he scrounged an hour of dual instruction whenever and wherever he could. After obtaining his pilot's license, he flew for Clyde Ice in Spearfish, South Dakota for several years.

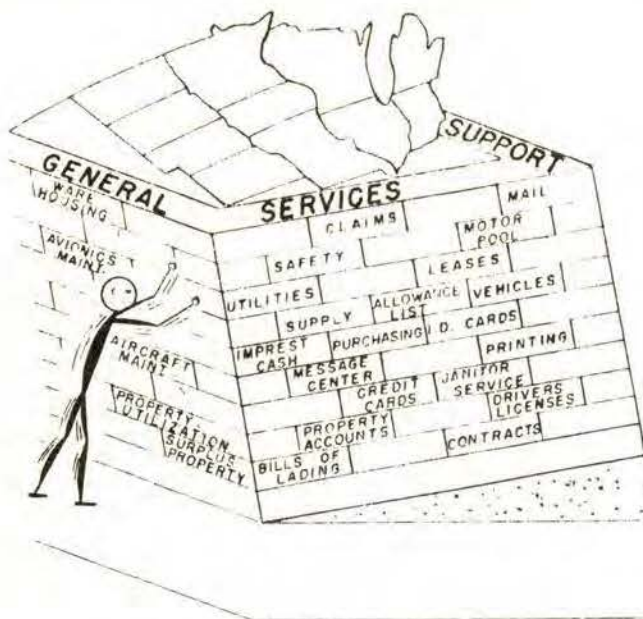
Prior to World War II he was an instructor in the early C. P. T. courses. One of these schools was a glider training course at Ft. Morgan, Colorado. Students were taught to fly in powered aircraft. The unusual part of this course was that power was only used to get the aircraft high enough to cut the switches so that the aircraft would simulate a glider.

Dave came to the FAA through C. P. T. in 1943. He was assigned to various localities in Missouri, Colorado and Kansas. For a while at Denver, Colorado, he supervised all the Navy training at schools at Boulder, Grand Junction, and Laramie, Wyoming. In 1944 he transferred to the General Inspection Branch. After several years as Supervising Inspector at the GSDO at Fairfax, he joined the General Operations Branch in the Regional Office in 1957.

In 1937 Dave married his present wife, Louise, who also came from Colorado. They have two beautiful daughters, Roberta and Beverly. He is also a grandfather - and quite proud of the fact.

After renting and living out of a suitcase for several years Dave and Louise took the plunge in 1954 and started building a home. They did everything themselves except the actual manufacturing of the bricks and processing of the lumber. As a result they not only have a beautiful home, but enough knowledge to counsel anyone that wants to join the do-it-yourself brigade.

Continued on page 35



MEET YOUR CO-WORKER

Back in the days when beacons were spaced at ten-mile intervals along the airways so that pilots could fly at night and when intermediate landing fields were fifty miles apart so that aircraft could use them in case of emergency, Leonard Jurden hired an enthusiastic newcomer to aviation. Most of these facilities are outmoded now, and the Agency has been in and out of the Department of Commerce several times, but for this newcomer, Catherine Handibode, the glamour of aviation has never dimmed.

Many and varied were the duties performed by the four inspectors, one doctor and two stenographers in the Aeronautics Branch, Department of Commerce, located on the second floor of the Airport Administration Building when she was inducted into Civil Service. General inspection work was the regular order of the day, there were engineering duties to be performed, tasks for the doctor who appointed medical examiners; there was the general public to be taken care of and later, when airlines became of age, there was work for the airline inspector.

All was not work, however, as many celebrities came through the Terminal and it was only a few steps down to the lobby where visiting Congressmen, officials, movie stars and other "greats" might be seen and interviewed. There was Will Rogers, who laugh-



ingly placed his autograph under the figures "711" on the airline schedule, Lily Pons, Gary Cooper and many, many others.

Local flights, a flying trip to Denver and one to Los Angeles in the days when most parents "would not even think of letting their daughters fly", served to intensify her avid interest in aviation. Airplane factories were visited at a time when the second Beechcraft was still on the line.

Everyone at the Airport knew everyone else, from the President of TWA to the last mechanic's helper, and aviation was our own particular world. It was with a feeling of nostalgia that she moved to the City Hall Building in 1938 when the nucleus of the former Fifth Region was formed. Here she was busy with air carrier work until the beginning of World War II. With many of our young men being inducted into the service, a need arose for assistance in the work of leasing sites and quarters for our facilities and contracting for Utilities Services. Cath-

erine was indoctrinated into this work, weathered consolidation of two regions and the formation of the new Third Region, and in the FAA is still engaged in the duties of the Lease and Utilities Section of the Property Management Branch. She has seen office personnel grow from seven to approximately 700.

Aviation and travel are her hobbies. She has had many wonderful trips, but the highlight of her career was a flying trip to Europe in 1950 when she toured Ireland, England, France, Monaco, Spain, Portugal, Italy and Switzerland with a small group from Kansas City, Missouri.

PROCUREMENT REGULATIONS UPD

PROCUREMENT REGULATIONS UPDATED

The regulations on Field Procurement have been completely rewritten and released in Regional Circular No. 11. We suggest a careful reading so that the more liberal provisions designed to help you in getting your job done are recognized and used.

Significant changes include our blessing on charge accounts within prescribed limits; elimination of Partial Receiving Reports on GSA Shipments; revised monetary limitations; increased open market authority; a uniform method for obtaining monetary and procurement approvals.

FURTHER, and FOREMOST, a condensation of the "DO's" and "DON'Ts" has been distributed in the form of a replacement cover for Standard Form 44 books. If you didn't get yours, a note to KC-140 will get a set by return mail. No box tops required.

ONE GOOD TURN DESERVES ANOTHER

You can help the cause by carefully reading and observing some of the finer points on preparing your orders and distributing copies when and as required.

DUPLICATE PAYMENTS

HOW TO AVOID - We are finding an increasing number of potential duplicate payments occurring through well-intentioned actions by field people. Generally, it happens like this. Joe orders an item and sends his order in. Before payment can be made the vendor sends a statement to the field facility. Pete receives it. He thinks, "Good old Joe slipped; I'll help him out". So Pete issues another order or pays from Imprest Funds. Result: Duplicate payment.

The only proper way to handle payment inquiries is to refer them to the Regional Office. Furnish all information available to you such as (1) order number, (2) date of purchase, (3) name of purchaser, (4) item purchased, and (5) name of vendor.

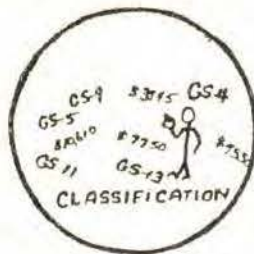


MORE FAA DOIN'S

A contract for a two-year study of weather information needs is about to be let by FAA. According to the Agency, the research is expected to be the most comprehensive investigation of aviation weather needs yet undertaken.

Administrator Quesada has given David D. Thomas, Director of the Bureau of Air Traffic Management, final authority to make, amend and issue rules, regulations and orders providing for the use of airspace and to grant exemptions thereto. Thomas, a veteran in FAA and its predecessor agency, CAA, thus becomes, in effect, "czar" of the nation's airspace.

FAA is aiming for a nationwide network of electronic computers that will materially lessen the mental stress and fatigue involved in the control of air traffic in the jet age and thus improve air safety. First computer has been installed at New York's Idlewild Airport and a second will be put in soon at Washington National.



PERSONNEL HI-LITES

NEW ATCS ANNOUNCEMENT

Applicants for Airways Operations Specialist positions who applied during the period from May 19th to June 16th were rated under the old AOS Announcement No. 9-23-1 of 1957. Those rated eligible were entered on the registers for employment consideration during the interim before the registers from the new examination were established. Since these persons' eligibility was limited to a period of about 30 days, all were sent copies of the Air Traffic Control Specialist announcement with their Notice of Ratings and requested to report promptly for personal interview. A set of application forms and instructions for filing were also included in the packet with the new announcement. Another interview will not be required if these persons requalify in the ATCS examination.

As this issue of FLIGHT LINES goes to press, it is too soon to know the reaction the new announcement will have on receipt of ATCS applications, but with your cooperation, we expect the region to be saturated with TV, press and radio releases which should produce a deluge of qualified applicants. If you need any assistance in getting our message across to the public, please send your distress messages to the Board of Civil Service Examiners.

The 4th Quarter Training Scoreboard shows:

Seventeen FAA supervisors completed the Management Course at Indianapolis on May 1, 1959. During the same week, same place, 15 participants completed the Writing Improvement Course.

On May 29, 1959, 13 employees completed the Management Course at the R. O.

Two Writing Improvement sessions for 24

Regional Office employees were completed on May 24, 1959.

Forty new FAAers were orientated in classes held on April 9 and April 22, 1959. A 4th General Orientation Class on May 11, 1959 was attended by 13 Regional Office personnel.

Seventeen Regional Office clerk-stenos completed the second Secretarial Development Course on May 15, 1959. The same course was attended by 15 clerical personnel the week of June 8th.

WHY WE ARE MISUNDERSTOOD

Often in our supervisory relationships we fail to get our point across or fail to influence people to do the things we want them to. Often we can't seem to understand other people. Either way, our ability as a manager suffers. Perhaps our trouble is that we take communications too much for granted. We assume we are being effective in a process which, in reality, we may not fully understand. To avoid these many blocks and distortions in the communication process, here are a number of steps to follow.

1. Remember that facts are generally a matter of social agreement, not absolutes.
2. Talk to a person. Remember you are dealing with individuals, not with types.
3. Avoid pre-judging. Don't make up your mind in advance. Try to evaluate events as they occur. Don't automatically accept your built-in system of what is right or wrong. Try to base your judgment on the individual situation and the people involved.
4. Use common terms, not big words.
5. Choose an appropriate medium. Meetings, for example, are not always the most economical way of communicating.

6. When things become emotional, stop trying to communicate. To do so means you have to have some sensitivity toward the other person. Try to determine when the other person is getting emotional. This is not to say you should not deal with emotion. After all, one of the things that causes mental illness is failure to talk about emotional matters.

7. Keep noise to a minimum. Talk where the typewriter isn't pounding or the telephone ringing.

8. If the other person says something you don't understand, ask him to explain. Don't be afraid to ask.

9. If you doubt whether the other person understands you, ask him to repeat what you said.

10. Note what your listener is reacting to. Is he reacting to your words, your tone of voice, the way you act, the way he thinks you are, the way he has conditioned himself toward you? Too often we make no attempt to find out. We automatically assume the listener is reacting to our words. Then if he doesn't react "right", we say, "That guy is stupid".

From article "Why We Are Misunderstood" by Michael G. Blansfield, in Office Executive, 1-59.

INCENTIVE AWARDS PROGRAM

A special act or service award has been presented to Messrs. Charles L. Siegert, ANF Division, and Edward B. DeBoard, General Services Division. This award of \$250.00 was based on these employees' diligence to resolve the problems developed with airborne TACAN equipment where the error spread characteristics of the unit were found to be unstable.

For suggesting better ways and means of doing things, the following employees have received suggestion awards:

Air Navigation Facilities Division:

Kenneth W. Gordon and

Eugene O'Toole \$50.00

Consolidation of Flight Inspection Instructions.

Robert L. Luebbe \$25.00

Flight Plan and Flight Log Form.

GROUP LIFE INSURANCE

SETTLEMENT

Any benefit due will be paid in a lump sum by the OFEGLI (Office of Federal Employees' Group Life Insurance, 330 Fourth Avenue, New York 10, N. Y.) by check mailed directly to the claimant.

However, in death cases, including accidental death, the beneficiary may elect to receive settlement in monthly or annual installments with respect to all, or a part of, the benefit payable.

The commuted value of any installments remaining unpaid at the beneficiaries' death will be paid to his estate in a lump sum. No settlement option with an installment of less than \$10 can be approved.

Annual installments may range from \$505.61 per \$1000 of insurance each when paid in 2 installments, to \$61.30 when paid in 20 installments. Monthly installments may range from \$84.19 each when paid in 12 installments to \$5.16 when paid in 240 installments. Actual amounts a beneficiary may receive under the installment plan would be determined by the multiples of \$1,000 coverage an employee has. As an example if the employee had \$7,000 worth of insurance the installments payable to a beneficiary would amount to seven times the above rates.

If a beneficiary is interested in an installment settlement, he should so indicate in a note or letter attached to the claim. OFEGLI will then send complete details and the necessary forms on which to signify his election. Advance arrangements to pay benefits in installments cannot be made by the employee.

(Continued from page 20)

tenance of feeder airports.

Jose Holguin lives in Aguadulce, R. of P., and is Division Chief (CAM Roads, Airports and Docks), Ministry of Public Works. He supervises over 400 persons in field maintenance of airports.

Places they went and people they met? In our eleven state area, where and who didn't they? To give a Regional pat-on-the-back, we must shout that the cooperation was amazing. A week each was spent in Chicago, Lansing, St. Paul, Lincoln and Kansas City District Offices. Each District took them on field trips to points of interest for observation and study of our methods. The balance of the time was spent in the Regional Office.

Buu and Jose (you get to know them, you know), visited the Illinois State Capital Building, where they visited the Senate and House of Representatives, and were introduced to the House from the rostrum by the Speaker. In Flora, Illinois, they were met by a delegation, including a bevy of beauties (with photographer in tow). About a 5-car parade headed by state and local police was formed and moved into town, passing various points of interest. The police were summoned in Chicago, too, although for a different purpose. Our friends were robbed of cash, checks, watch and even Jose's passport, when a sneak thief entered their hotel room.

Private industry and state aviation agencies alike were very gracious to our visitors, and showed them through their various laboratories and plants. To sum it all up, Messrs. Holguin and Hap learned of electrical, paving, and lighting engineering methods; they learned of small airport construction and operation; they learned of BIG airport construction and operation; and they learned of the administrative functions and problems.

Gentlemen - it was a pleasure to know you. May we meet again!

(Continued from page 30)

When excitement was running high in the search for uranium, Fritz Rieger, Don Stoeger and Dave formed a partnership. Based on Dave's familiarity with the Colorado Mountains they decided to pool their resources and take a flyer in uranium prospecting. During one of their surveys, the Gieger counter practically vibrated out of the partnership airplane, and they couldn't wait to get samples of the ore in the vicinity of what looked to them like a major strike. Much to their disappointment the assayist advised them that while their ore had contained a large amount of uranium at one time that for some unknown reason it had lost its radioactivity. Needless to say, the partnership was dissolved after this bitter disappointment.

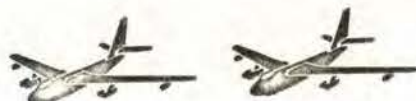
Dave's best known hobby is his prowess as a hunter. Each fall he returns to Colorado and, with his father and brother-in-law, camps high in the Sangra de Cristo Mountains, and for two weeks this trio hunts elk. This expedition is invariably successful, as they always bring back at least one elk.

Dave still likes horseback riding - a throw-back to his old cowboy days.

Dave has had many special assignments in his capacity as an Operations Inspector. The most recent assignments were to the Aeronautical Center as an instructor for the new indoctrinees, and as a member of the Board of Expert Examiners in Washington, D. C. reviewing new applicants for Flight Operations Inspectors.

He is a member of the Q. B.'s, Kansas City hangar.

Being a Westerner at heart Dave looks forward to the day when he can move back west and trade his airplanes for a horse.



Length Of Service Awards

Here are more pinning ceremonies honoring Region III's Senior employees. Watch next months FLIGHT LINES for more award presentations.



Duluth - C. D. Summers, right, receives 15-yr. pin from J. Timmons, left. Earl Olson, Airport Manager, center.



Omaha - J. Gordon Bennett, 3rd from left, Special Ass't to FAA Adm., presents pins to D. W. Eaves, J. Hendrichs, and A. Harris.



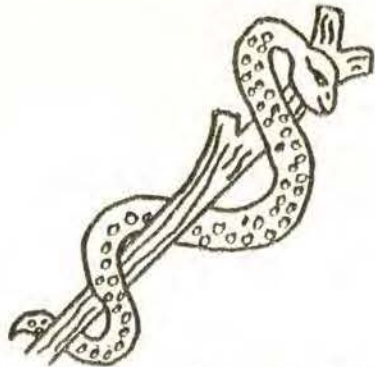
Chicago - Left to right, C. South, C. Pederson, W. Hoffman, Ralph Hottman, J. Rugg, G. Zambo and A. Tillotson.



Fort Wayne - J. R. White receives 15-yr. pin and Memoir book from R. E. Robinson, Chief CS/T.



Thos. J. Kelly, right, Station Chief, presents 25-yr. pin to Russell V. Bel', AOS. Background: E. C. Allen, Capital Air Lines Station Mgr., Traverse City, Mich.



MEDICAL MEMOS

REGIONAL MEDICAL OFFICE

GODDARD APPOINTED FAA CIVIL AIR SURGEON

Dr. James L. Goddard has been appointed to the important position of Civil Air Surgeon of the Federal Aviation Agency, it was announced July 2nd by E. R. Quesada, Administrator.

He will be the first to hold the title of Civil Air Surgeon in our new FAA. The appointment will take effect July 12. The post has been filled on an acting basis by Dr. John E. Smith. Dr. Smith has been designated Chief of the Research Requirements in the Office of the Civil Air Surgeon.

Dr. Goddard, 36, has been a career public health officer since 1951. In October of that year he gave up his private medical practice in Kalida, Ohio, to accept an appointment with the U. S. Public Health Service. Just prior to his FAA appointment he had been serving as Chief of the Accident Prevention Program, Bureau of State Services, in that Agency since July 1956. He was responsible for developing and administering a nationwide program to cut down deaths, disabilities, and injuries from accidents of all types. Dr. Goddard holds a commissioned rank of medical director in the U. S. Public Health Service.

Prior to his last position in the PHS, Dr. Goddard held a number of assignments related to his career development. He served for one year beginning July 1955 in the Office of Program Development and Evaluation in the N. Y. State Department of Health, and during this period he developed a Driver Research and Testing Center.

From December 1951 until May 1953 he had the job of providing on-the-spot medical care for 6,000 Federal employees as the medical officer-in-charge with the Federal Employee

Health Service, Denver Federal Center, Colo.

During World War II Dr. Goddard served with the Army Medical Corps.

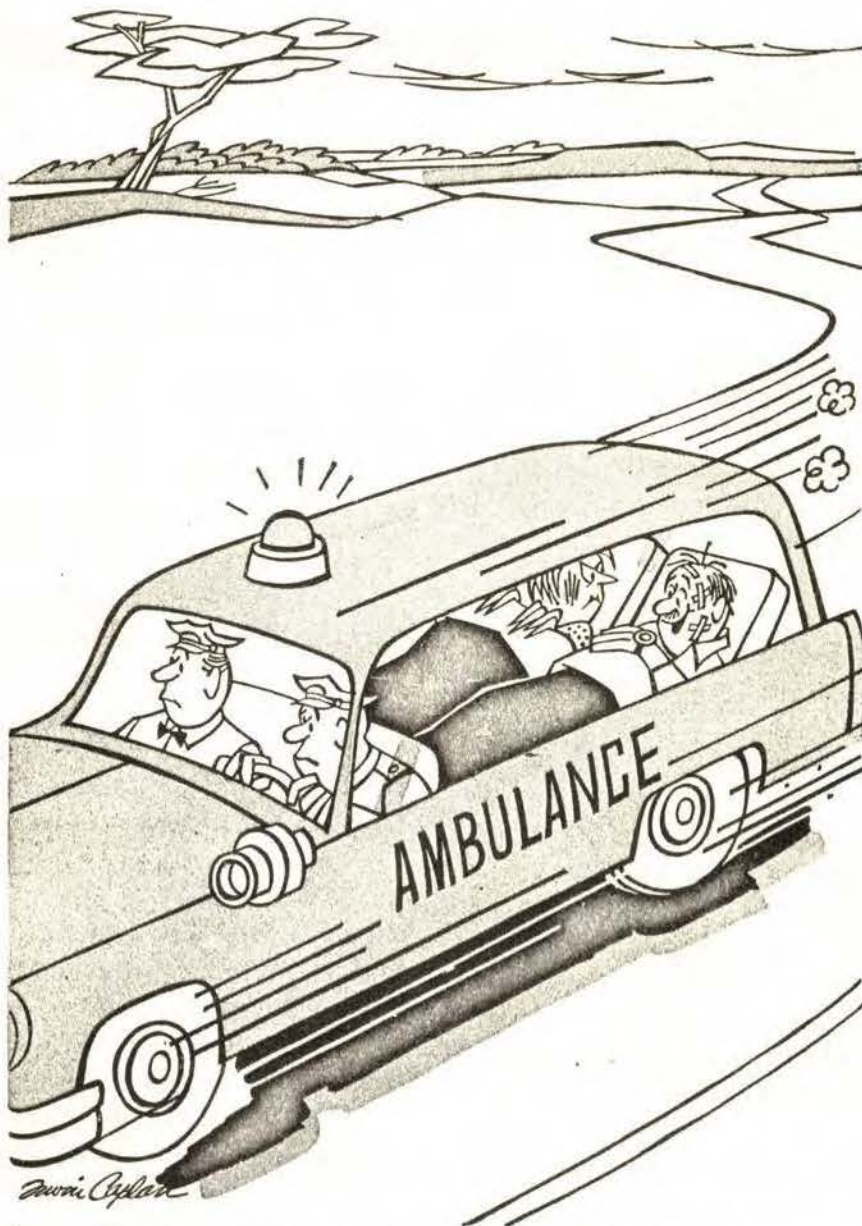
He attended public school in Warren, Ohio and later Washington and Lee, Mt. Union and Temple Universities. He received his medical degree in 1949 from George Washington University and spent a years internship with the U. S. P. H. Service Marine Hospital, Cleveland, Ohio.

ANOTHER THREAT TO THE SAFETY OF OUR CHILDREN

The Society of the Plastics Industry has launched an extensive educational campaign, aimed at curtailing the rising infant death toll blamed on improper use of plastic bags. An increasing amount of this plastic film is finding its way into the home in the form of food packaging and garment protective coverings. The transparency of the film appeals to the children, but parents are warned the material is not a plaything and should be ripped apart and discarded after use. According to spokesmen for the plastics society, lethal danger lies in the extreme flexibility and limpness of the material which, when placed over the nose and mouth, assumes the action of a diaphragm and is sucked in with the breath. This plastic is especially dangerous when used for crib mattress covers.

A WORD TO THE WISE

During the first eleven weeks of 1959, the United States Public Health Service reported 249 cases of poliomyelitis, as compared to 172 last year; the proportion of paralytic cases is also up. It would be well to remember polio vaccine is available in most vicinities. USE IT!



**"EXCEPT FOR THE FEW MINUTES WE LOST WHILE THEY
CALLED AN AMBULANCE...WE'RE REALLY MAKING TIME THIS TRIP."**