

FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3



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in "All About Women".
Story on page 3.

DIVISION REPORTERS

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FROM OUR REGIONAL ADMINISTRATOR

During recent visits to the field, I have been impressed with the progress that has been made in generally improving our field offices. This progress results in improved appearance and, more important, should substantially increase the efficiency of the people in those offices. I am aware that many of our installations, particularly ATC facilities, are still sadly in need of improvement. We are very mindful of this need but also find it quite difficult, as you can imagine, to accomplish all that needs to be done. I feel very strongly that any federal government office and more particularly any FAA office should present a neat, efficient, businesslike appearance to the public. Needless to say, we do not have to go "plush" to accomplish this. I would like to urge all of you in the field to further your efforts to improve the appearance of your office. I have been impressed with the ingenuity of people in some offices in refurbishing furniture and cabinets or otherwise improving appearances at small expense.

I am not unmindful of the fact that most of you have done extraordinarily well with what you have and would like to urge you not to give up. In the meantime, we in the Regional Office will continue our efforts to obtain better quarters and better "fixin's" as rapidly as possible. Our biggest problems in this connection are, of course, the new quarters for the Air Traffic Control Centers. I can't report any new developments except for the Indianapolis Center which now seems about ready for construction. The others are still awaiting action by Congress.



ALL ABOUT WOMEN

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

We believe the title of this article suggests a subject which should at least be of immediate interest to our male readers, depending on what type of information or statistics the individual may have in mind. Likewise, we hope it will also arouse the curiosity of members of the opposite sex, since, although they all may be "sisters under the skin", most women, whether they are willing to admit it or not, generally are infinitely curious and desirous of finding out as much about other gals as they can be discreet (?) observation, inquiry, and discussion. Accordingly, our subject is "All About Women" (in Air Traffic Control jobs in Region 3 field facilities) and we feel it should prove to be both informative and interesting to all who read it, regardless of sex, or motive.

The basis for this article is the information that was gathered by a recent survey of our field facilities (Stations, Towers, CS/T's, and Centers) to find out just how many women employees we have in Region 3 who are holding down jobs as communicators and controllers at the journeyman or supervisory level, and to give appropriate recognition to these seldom publicized members of our organization, since we are sure that most people (even in the FAA) immediately assume that air traffic control work is strictly a "man's job". We in the ATC Division know, of course that we have a few women occupying positions in the field as communicators and controllers; however, we doubt that many of us know exactly how many there are or, specifically, where all of them are located. Most of these girls came on duty with the CAA during World War II years when large numbers of our male employees were called into military service and replacements had to be

found and trained to take their place. During those years the CAA had a much higher percentage of female employees working in these specialized positions than is the case today. During the period following WW II, the majority of the many women who were recruited and employed in communications and air traffic control facilities have since left this field of endeavor to pursue other careers; however, a number are still with us and have accrued many years of valuable experience in their technical specialty and have rendered noteworthy and efficient service in their jobs, a fact that will be amply confirmed by the recorded statistics that follow.

579 YEARS! That is a long time by any standard of measurement; however, according to our records that figure represents in round numbers the total years of CAA-FAA experience and service in the field of air traffic control which has been compiled by the 43 women who currently occupy journeyman or supervisory position in Region 3 ATC facilities! We think that anyone will readily concede that over five centuries of experience in any field of work represents a lot of "knowhow". The mean average length of service, per individual, adds up to 13.4 years, which in itself is a respectable figure in terms of job experience. Let's look even further into the subject at hand. Of the 43 ATC girl specialists, we break the total group figure down further and find that 25 are currently serving in communications stations (ATCS), 10 in control towers, 4 in CS/T's, and 4 in ARTC centers. The average years of service represented in each category works out as follows: ATCS (total service 367 yrs) av-

erage 14.8 yrs.; towers (109 yrs.) 10.9; CS/T (38 yrs.) 9.5; and centers (63 yrs.) 15.7. Despite the impression held by some people that our women field facility employees are principally concentrated at the larger metropolitan locations (Kansas City, Minneapolis, etc.), it is interesting to note that actually they are pretty well scattered over the 11-state geographical area which comprises Region 3, in both the larger and smaller facilities and, in this respect, they represent a fair cross-section sample of our total field personnel complement in ATC. The facilities which have women journeyman or supervisory communicator and controller personnel on their staffs are listed below with the number of such employees shown following the facility name. (Note: All facility chiefs were requested to furnish this information by memorandum, so if anyone was omitted - take your chief to task!)

<u>ATCS</u>		<u>TOWERS</u>	
Rapid City	2	#Kansas City	2
Minot	2	Indianapolis	2
Minneapolis	3	#Detroit Metro	1
Milwaukee	1	Chicago Meigs	1
Lincoln	1	#Omaha	1
Joliet	1	South Bend	1
Goshen	1	Detroit City	1
Detroit	2	Lansing	1
Eau Claire	2		
Lone Rock	1	<u>CS/T</u>	
Kirksville	1	Muskegon	1
Lafayette	1	Moline	1
Kansas City	3	Flint	1
Quincy	1	Battle Creek	1
Huron	1		
Cedar Rapids	1	<u>CENTERS</u>	
Columbia	1	Detroit	1
		Minneapolis	1
		Kansas City	2

Note: #denotes towers where the operating staff works in two facilities; i. e., Kansas City/Fairfax Towers, Detroit Metro/Willow

Run Towers, and Omaha Tower/Offutt RAP-CON.

In reviewing the biographical records of our 43 girls, we find they encompass greatly varied and interesting backgrounds, careers, hobbies, and accomplishments, as might well be expected in such a versatile group. Some of the highlights: twelve of the group are licensed pilots, ranging from two student pilots (solo) to three commercial pilots with single-engine, multi-engine, instructor and/or instrument ratings. One of the latter group did extensive crop dusting and flight instruction work prior to CAA employment, and another was a member of the WASP during WWII and ferried military fighter type aircraft (she also holds a single-engine seaplane rating). Five are members of the "99's" (National Women's Pilot Association). Two are entrants in the 1959 "Powder Puff" Derby (Women Pilots Trans-Continental Air Race) which is scheduled to be flown July 4-8 between Lawrence, Mass., and Spokane, Wash. (Good luck to both of you!) Two are members of the CAP and hold the rank of Major. Two are private aircraft owners. Two hold Ground School Instructor ratings.

Two of the girls also merit special recognition within the FAA, since they occupy supervisory positions which are unique for women. One occupies the position of Assistant Chief for Proficiency Development (Training) in the Kansas City Center, and, as far as we know, she is the only woman holding a supervisory position at this level in any center. The other girl is a full-fledged Watch Supervisor in the same facility and we know of only one other woman who occupies a comparable job. Both of these girls attained their present supervisory positions by progressive advancement through the ranks from Assistant Controllers, which is no mean accomplishment in terms of years of highly competitive job performance and effort.

Outside of the aviation field, a large percentage of these girls have impressive educational backgrounds, several holding Bachelor or Masters degrees, principally in Arts, Science, and Math. Some had active (pre-CAA) careers in teaching school. At least two were R. N. 's. Several are graduates of technical schools or institutes specializing in communications, electronics, meteorology, or other technical subjects. In addition to their varied and interesting professional careers, both prior to CAA-FAA service and including this latter period of their lives, it is all the more surprising to learn that many have also found time to become homemakers and raise families (we are sure that this does not come under the category of a "conflict of interest" insofar as their FAA employment is concerned!)

Our purpose in presenting this article, "All About Women", has been to bring to the attention of all members of FAA Region 3 the fact that we have a group of girls in our Air Traffic Control service who play an important part in the daily operation of our field facilities and who have developed and pursued highly successful careers in this field of work. Their many years of efficient performance and service in these specialized jobs merit recognition by all members of our own agency, as well as the aviation industry they serve each day they are on duty. Their impressive record of service brings credit to both the FAA and their local communities.

As space in this issue of FLIGHT LINES permits, we will present biographical sketches of a number of these girls and the remainder will follow in succeeding issues. When you have read this article and the individual sketches that will follow, we believe you will right fully conclude that the Air Traffic Control phase of the FAA program is not exclusively a "man's job", but a "woman's world" as well. Congratulations to our gals for a job well done - our hats are off to the

"lipstick brigade" of the ATC Division's field troops.



STEVIA O. SLAUGHTER

Asst. Chief for Proficiency Development
(Training) Kansas City Center

Stevia has been chosen to highlight the article appearing in this issue, "All About Women", and her picture appears on the cover of FLIGHT LINES, since, in our opinion, she occupies a position that is unique for women in Air Traffic Control work and, as far as we are able to determine, is the only woman occupying such a position today. Here is some data on her background, taken from both official records and other, more obscure (but no less authentic) sources.

Records show she is a graduate of Paseo High School in Kansas City. From a "reputable source," namely Lee Covert, Chief, General Operations Branch (KC-225), we learn that he and Stevia were former schoolmates. Lee, who grew up in the 48th and Harrison Street Area in Kansas City, says he can still remember during his grade



Thelma Swofford, Kansas City Tower



Dorothy King Ellis, South Bend Tower



Marjorie Muir, DTW/YIP Tower

FAA Traffic Control Towers and
Air Route Traffic Control Centers
in 16 locations in Region 3 are
staffed with women.



Hester Barry, Indianapolis Tower



Nina Ault, Kansas City Center



Lib Mele, Detroit (City) Tower



Elaine Knouse, Minneapolis Center

Shown on these two pages are a portion of these gals who go to prove that it isn't a "man's world" after all.



Betty Jane Archibald, Indianapolis Tower



Gweneth L. Nolan, Detroit Center



Sarah Jane Carstens, Moline CS/T

school and early high school days playing football and baseball games with neighborhood teams of which Stevia was a member. According to his painful recollections, Stevia was real competition for the boys in those days and was capable of a "mean tackle", as he puts it, and brought more than one opponent to earth in a cloud of dust during an attempted end-run. He says she was both well known and respected for her athletic prowess and could compete in sports on equal terms with team members of either sex! So much for that.

Stevia later went to Kansas City Junior College and the University of Missouri, after which she entered a professional career as a nurse and served as an assistant to an M. D. for about four years.

In early 1943 she entered on duty with CAA and attended the Training School at Kansas City as a Trainee Aircraft Communicator. After completion she subsequently served at the Hayes Center, Neb. (now defunct) Airways Communication Station, followed by duty tours at the Watertown, S. D., and Kansas City Stations (ATCS). In April 1945 Stevia transferred to the Kansas City ARTC Center as an Assistant Controller, from which she progressed to Controller in May 1948, and Senior Controller in November 1955, prior to which she served in the latter capacity on an acting basis for more than a year. She was placed in charge of the Center training program, along with her other duties, and our records show she was appointed as Asst. Chief (Training) in July 1956, as the result of her outstanding efforts in this important phase of the Center's operations and has since that time been in complete charge of and responsible for the supervision and administration of the Center's training program, currently holding the newer position title of Asst. Chief for Proficiency Development, along with the recent promotion to GS-13 that accompanied the reclassification of the job. George D. Smith, Center

Chief, reports that 306 new employees have been processed through the Kansas City Center's Training Department (including Air Force AACS trainees) since Stevia has been in command, or an over-all total of 422 personnel, including those participating in the Center's up-grade training programs, which gives you an idea of the magnitude of the program for which she is responsible. From all reports, it is a tough but well organized and comprehensive course, and calls for a lot of sweat and hard work on the part of anyone to successfully "graduate", and, needless to say, a lot of aspiring controllers-to-be have found the requirements of the training course exceeded their abilities and many have fallen by the wayside. We have also heard the Training Department referred to by some as the "Slaughter House".

Stevia has demonstrated her ability in this difficult job, as well as in preceding assignments, by earning an Outstanding Performance Rating in 1957, and a Sustained Superior Performance Award for 1958. She also won a Suggestion Award of \$50.00 in 1959 for a suggestion involving a change in clearance composition, which was adopted. In summary Stevia represents an outstanding example of a woman's achievements in the career field of Air Traffic Control.

Biographical sketches of the remainder of the ATC girls will be published in this and following issues of FLIGHT LINES, grouped as space will permit. They will be arranged in the following order: Centers, CS/Ts, Towers, and Stations (ATCS), since the latter facilities have the largest number of candidates and will require the most space.

ARTC Centers

NINA AULT, Watch Supervisor, Kansas City ARTCC. Graduated from High School, Waverly, Missouri. Attended Central Business College, Kansas City Teachers College and Kansas City University. Actively engaged in sports and served as Recreation

Supervisor for City, in which she had supervision of athletic and sports programs, and later served in St. Louis as Director of Recreation for the Red Cross. CAA duty started in June 1943, EOD as a Trainee in the ATC Training School at Kansas City. Assigned to Kansas City Tower as Asst. Controller in February 1944. Transferred to Kansas City Center in June 1944 as Asst. Controller. Promoted to Controller and in 1956 was promoted to Watch Supervisor, her present capacity. To the best of our knowledge, she is the only woman who holds down a Watch Supervisor position in a Class III center.

As might be expected, considering her pre-CAA background, Nina is a sports enthusiast and now numbers bowling and fishing among her hobbies.

ELAINE KNOUSE, Controller, Minneapolis ARTCC. Graduated from High School at Emporia, Kansas, and attended Kansas State Teachers College at Emporia. EOD CAA 1943 at Kansas City Training Center, as Communicator. Prior to MSP Center assignment, she served at following ATCS: New Florence, Mo., Huron, S. D., Hutchinson, Kans., Sioux City, Iowa, Marshall, Mo., Chillicothe, Mo., and Des Moines, Iowa. (You will note several of these stations have become victims of "progress" and are no longer active.) She also served at the Aeronautical Training Center, Oklahoma City. Hobbies: horseback riding, golf, swimming, skiing.

GWENETH L. NOLAN, Controller, Detroit ARTCC. Graduated from St. Mary's High School, Akron, Ohio, attended Loyola U., majored in Public Health. Is an R. N. and acquired experience both in private and general hospital duty. Attended Boeing School of Aeronautics, later serving as a stewardess with UAL at Chicago for 6 years. EOD with CAA in 1942 at the Chicago ARTCC as a Trainee, later promoted to Asst. Controller. In 1944 she went on extended military

leave for duty with the Navy Nurse Corps and attended the Air Evacuation School, NAS Alameda, for indoctrination in emergency survival procedures and care of patients being evacuated from combat areas. She served as an AIREVAC Flight Nurse in the Iwo Jima and Okinawa campaigns. Gwen returned to CAA in 1946 at the Chicago Center and when she was promoted to Controller in 1951, she was transferred to the Detroit Center. She is currently assigned to the Training Department as an instructor and is one of the key personnel in this unit. Her hobbies include participation in many charitable activities.

CS/T's

SYLVIA R. MEAGHER, Controller, Battle Creek. Graduated from high school (sorry we don't have the location in the info we received). EOD with CAA 1942 at the Chicago Training Center, and was assigned to the Battle Creek Airways Communication Station in Jan. 1943, as a communications Trainee. She was promoted to journeyman communicator in 1945, and later transferred to Toledo, Ohio ATCS in 1949 for approximately 6 months, transferring back to Battle Creek ATCS in Jan. 1950, and was retained in the facility complement when it was combined as a CS/T. She is now a Controller in the CS/T, having been promoted to that level in 1957. Her hobbies and extracurricular interests: 4 children, a husband, PTA, Cub Scouts, and Blue Birds.

SARAH JANE CARSTENS, Controller, Moline. Graduate of Iowa State Teachers College (BA) and did graduate work at the U. of California. Prior to CAA, she was a school teacher for several years. EOD CAA 1944 at the Kansas City Training Center, and subsequently was assigned to Kansas City ARTCC, Fairfax TWR, Kansas City TWR, Des Moines TWR, Denver ARTCC, returning to DSM TWR in 1949 where she was promoted to Controller and remained until Oct.

1945. She transferred to Moline CS/T in Oct. 1954. Hobbies: collecting antiques and "watching" bird and animal life.

BARBARA JEAN WTHINGTON, Controller, Muskegon. Attended Northwestern U. Terminated studies during WW II to train as an Aircraft Dispatcher at Wright-Patterson AFB, Ohio, for AMC and served as a Dispatcher (Air Force) at both Midway and O'Hare Airports, Chicago. During Korean conflict served at 5th Army Headquarters, Chicago, as a civilian employee in counter-intelligence section. EOD with CAA at Chicago ATCS in Dec. 1953, and later transferred to ATCS at Grand Rapids, Des Moines, Milwaukee, and Muskegon, in that order. In 1957 when Muskegon CS/T was commissioned Barbara was reassigned to this facility and was promoted to Controller in Nov. 1957. Personal interests: golf, boating, bridge, church and "Y" activities.

TOWERS

THELMA I. RYBERG, Controller, Chicago (Meigs). Graduated from high school, New Richmond, Wis. Served 4 years with the U. S. Navy (WAVE) during Korean war and attended Navy Air Controlman School. Stationed at NAS Glenview Control Tower. After discharge from Navy Thelma worked for ARINC, Miami, Fla. until June 1956, when she joined CAA and EOD at the CAA International Air Traffic Communications Station, Miami, as a TTO, later transferring into an AOS (Comm.) position. She transferred to the Chicago ATCS in July 1957 and later in the same year transferred to Meigs Tower as an Asst. Controller. She was promoted to Controller at CGX TWR in May 1958. According to word received from the CGX TWR Chief, Thelma's name is engraved on a permanent plaque at Glenview NAS, along with those of other Navy personnel who received official letters of commendation for outstanding services rendered during aircraft emergencies. Hobbies: golf, tennis, painting.

ELIZABETH ("Lib") MELE, Controller, Detroit City. Attended Andrews School (location not mentioned, but we suspect it may be in the vicinity of Cleveland, Ohio). Worked as a librarian for Cleveland Public Library. EOD with CAA 1943 at the Chicago ATC Training School. Assigned to Cleveland ARTCC Feb. 1944 as trainee and transferred to CLE ATCS and promoted to GS-5 in that facility later in same year. Transferred to Cleveland Tower Dec. 1944, as Asst. Controller, later became a Controller. Transferred to Louisville (Standiford) Tower where she remained until transfer to Detroit City Tower in April 1953, her present assignment. Our records show she holds a Student Pilot Certificate, likes to play golf, read, and travel. Last year she made a trip to Europe and visited Italy, France and Switzerland.

MARJORIE MUIR, Controller, Detroit Willow Run/Metropolitan. Attended Michigan State U. and obtained B. S. degree, worked as Asst. Food Controller on Great Lakes cruise ship, "North American". EOD with CAA 1943 at Chicago Training Center and assigned to Battle Creek Tower as Trainee. Transferred to Evansville Tower as Asst. Controller in 1944. Transferred to Detroit ARTCC in Oct. 1944 as Asst. Controller and promoted to Controller in Nov. 1946. Resigned from CAA in Jan. 1949, and took position in California teaching Home Economics course in high school. During this period she learned to fly and soloed in Gardena, Calif. Re-employed by CAA in Dec. 1951 as Asst. Controller, Detroit Metropolitan Tower, and later promoted to Controller in August 1953. Became a member of the combined staff of the Willow Run and Metro Tower(s) when these facilities were administratively combined in 1958. Likes sports, golf, gardening and sewing. She has at least a "family interest" in the Detroit Center, since the Deputy Center Chief happens to have the same name, Muir.

HESTER BARRY, Controller, Indianapolis. Has a B. A. from MacMurray College, Jacksonville, Ill., Masters Degree from Northwestern U., and taught Latin in high schools at Nashville and Downers Grove, Ill. EOD with CAA 1943 at Chicago Training School, and was then assigned to the Standiford Tower and Bowman Tower at Louisville as a Trainee. Transferred in Oct. 1943 to Detroit ARTCC as Trainee. Assigned to Stout Field Tower and Indianapolis Tower as Asst. Controller Dec. 1943-July 1944, then moved to the Cleveland Tower. In Oct. 1944 she transferred to the Cleveland ARTCC as an Asst. Controller and remained there until March 1945, at which time she transferred to Evansville Tower as a Controller. In May 1945 Hester transferred to the Indianapolis Tower, which has been her post of duty during the past 14 years. In the fall of 1946 she took part in the CAA program for demonstrating U. S. radio navigation aids, systems and procedures to a large group of aviation industry representatives from U. S. agencies and PICA0 (forerunner of ICAO) member countries, for which she received special commendation from the then CAA, Asst. Administrator for Federal Airways.

BETTY JANE ARCHIBALD, Controller, Indianapolis. Graduate of Wilson Junior College, Chicago. During WW II she was a member of the WASP and served as a pilot in the Ferry Command, and has flown many types of aircraft, ranging from J-3 Cubs to military fighter-pursuit types. Our information indicates she holds a commercial pilot certificate, with SMEL and SE seaplane ratings, and instructor ratings, with over 1,500 hours total time. During the period 1950-57 she was Tower Chief at Meigs Airport when that facility was operated by the City. EOD with CAA Jan. 1957, as a Controller at Meigs Tower. Transferred and promoted to Indianapolis Tower in April 1958, where she is currently assigned.

IRIS E. PAINTER, Controller, Kansas City. Holds B. A. Degree from University of Missouri. She has a Commercial Pilot Certificate, SMEL, Instrument and Instructor's Ratings, and worked as a Flight Instructor and acquired 4 years experience in crop-dusting at Mexico, Missouri, prior to CAA employment. EOD April 1953 at Kansas City ATCS as TTO and transferred to Goshen ATCS in July 1954. She later resigned and was subsequently re-employed as an Asst. Controller at Fairfax Tower (K. C., Kans.) in July 1955, and was promoted to Controller in Sept. 1956. In May 1958 the operating staffs of Fairfax and Kansas City Municipal Towers were administratively combined, which required personnel to rotate duty at both facilities. Iris transferred to St. Louis Tower, effective 5/31, and will be a member of that facility when this goes to press (their only women controller). Her hobbies? - flying!

THELMA SWOFFORD, Controller, Kansas City. She holds a B. S. Degree from Southwest Missouri State Teachers College and a Master of Arts Degree from the U. of K. C. and she majored in Physical Education. She acquired 10 years of teaching experience in Physical Education in the Public School system of Kansas City and North Kansas City. EOD with CAA March 1943 at the Kansas City Training Center and was assigned to Kansas City Tower. In 1944 she transferred to the Kansas City ARTCC as an Asst. Controller and became a Controller in 1946. Later the same year she transferred to Kansas City Tower as a Controller, where she has been stationed since that time. In May 1958, when the operating staffs of the Fairfax and Municipal Towers were combined, Thelma also began rotating as a controller at KCK TWR. Her hobbies include golf and tennis, and her outside interests include charitable and mission work.

JOAN OLOWACH, Controller, Lansing. High school graduate (location not specified in our data sheet), and worked as a telephone operator. Joined the WAF for a 3-year tour and completed Air Force Technical Training School courses in following specialties: Radio Operator, Control Tower Operator, and ATC Center, and was assigned to duty in the Control Towers at Kelly AFB, San Antonio, Texas and Hickman AFB, Honolulu, T. H. EOD with CAA Jan. 1956 at Traverse City ATCS, where she served as a Communicator until Oct. 1957 when she transferred to the Lansing Tower as an Asst. Controller. She was promoted to Controller in November 1958. Our records show she acquired a Private Pilot Certificate with SEL Rating in Oct. 1958, and is currently working toward a Commercial. Hobbies and interests: flying, golf, outdoor activities, dancing.

ELLEN McCAUGHEY, Controller, Omaha (RAPCON/Tower). Graduate of Doane College, Crete, Neb., with B. A. Degree, major in English Literature. EOD with CAA Nov. 1942, Kansas City Training Center. Assigned to Kansas City Tower as Trainer, Jan. 1943, and later promoted to Asst. Controller. Transferred to Kansas City ARTCC Oct. 1943, as Asst. Controller; subsequently transferred to Omaha Tower in Sept. 1944 Controller. In July 1957 the RAPCON at Offutt AFB was taken over from the Air Force (AACS) for operation by CAA and the operating staffs at the RAPCON and Omaha Tower were combined. Since that date Ellen has rotated duty between the RAPCON at Offutt AFB and the Tower at Omaha Municipal Airport. Hobbies: books and records, with a fair size collection of both.

DOROTHY KING ELLIS, Controller, South Bend. Graduate of Western Michigan College with a B. S. Degree. Was a teacher at Grand Rapids, Michigan, public schools. EOD with CAA Dec. 1943 at Chicago Training School and assigned to Detroit ARTCC in Feb. 1944

as Trainee. Transferred to Detroit ATCS in May 1944 as Trainee, promoted to Asst. Communicator in August 1944. Transferred to South Bend Tower as Asst. Controller in Jan. 1945. Promoted to Controller July 1949. In 1950 she had tours of duty at Chicago Midway and Evansville Towers and returned to South Bend Tower in Jan. 1951 which is her current duty location. Dorothy's hobbies are stated as: music, sports and photography, with principal outside activities centered around raising a 3-year old son.

MORE DOPE ON THE REST OF OUR GALS
WILL FOLLOW IN THE NEXT ISSUE.



MANAGEMENT INTERNS

Two R. O. employees, Marty Noteboom, KC-620, and Robert Faith, KC-243, complete the Civil Service Management Intern Program June 15th, much the wiser for their effort.

Commencing this program Jan. 19, 1959, Marty and Bob have participated in a comprehensive program including management orientation, reading assignments, group intern conferences, academic study including classes at K. C. U., work assignments, and conferences.

The program is designed to assist agencies to identify and develop employees with administrative potential and to provide an appreciation of the fundamentals of management, a broad understanding of the Agency and motivation toward continued self improvement.

It is planned that others from the FAA may participate in future management intern programs and it is hoped that the program can be broadened to include those from field facilities.



AIR CARRIER SAFETY DIVISION

CHATTER from ACSDO #31 CHICAGO

Since Mr. Hedlund's transfer to Washington is rapidly approaching and he is starting to pack the things in his desk, his office looks like "Auction Day at the Fair". It surely is amazing what one can accumulate, but we will say he is being more than fair in dividing up his surplus possessions, such as used up blotters, bent paper clips, etc. Seriously, we all hate to see Mr. Hedlund leave us but do wish him all the best in his new position.

As this is being written Inspector Cowles is off on a short fishing trip in a trailer he leased for the occasion. Who knows he may become so attached to his mobile home that he will buy one for year-round living. That would surely be the solution to having to change storm windows, cutting grass, painting window sashes, etc., and would be so handy in case of a transfer!

Those new Volkswagon buses are really roomy. To prove that statement our nine inspectors can all fit in Mr. Hospy's bus. Don't know if the c.g. complied with safety regulations but they did all fit in!!! Guess we will have to get Mr. Hospy a token meter like they have in our city transit buses.

Spring must be here because the gals in the office decided to try their hand at gardening and reseeded the indoor planter in the office. Right now it looks like a bunch of weeds growing but some day we may have marigolds and pansies blooming.

ACSDO #32 INDIANAPOLIS

We wish to extend a warm welcome to our new Electronics Inspector, William R. Miller. "Bill" entered on duty at Indianapolis April 20, 1959 after a short tour of duty with the Aircraft Service Branch, Kansas City.

Bill retired from the Navy July 10, 1958 as a Chief, Aviation Electronics.

All airport personnel got a big surprise when they arrived for work the morning of May 1st. Parked in the ramp area was a new TWA Boeing Model 707 jet airliner which made an unscheduled landing at the Indianapolis Airport due to inclement weather on the east coast. Gave everyone a thrill a few hours later when it took off for the east coast.

We have received good news from Frank C. Reynolds in that his recovery is far exceeding the expectations of attending doctor, and he hopes to return to work in the very near future.

Personal - An employee with the initials TAP is requisitioning any and all suggestions as to how to keep young rose plants alive.

ACSDO #33 CHICAGO

Now that the majority of TWA's Jet proving runs have been completed, we can settle back in our swivel chairs and take a look around - and guess what - paper work clear to the ceiling!

The personnel of the office manages to keep on the move despite all of that white stuff. Our Supervisor, Cmdr. Gordon A. "Porky" Williams, took his Naval Reserve Squadron VR882 to Port Lyuately French Morocco, N. Africa, for a highly successful two week active duty tour.

Wayne Canney has somehow managed an eleven week vacation in California under the guise of attending KC-135 School at Castle AFB, Merced, California.

Russ Nay and Jack Lamar have been recent attendants of the PP-3 Jet Engine Course at the Aeronautical Center, Oklahoma City.

And never let it be said that Maintenance Section sits motionless - Johnny Born to Washington, D. C., for a week.

TWA has taken delivery of their seventh 707 with five being in regular service between New York - Los Angeles, New York - San Francisco and Chicago - Los Angeles. It seems as if the Jet Age is upon us.

ACSDO #35 ST. LOUIS

Five reasons why St. Louis ACSDO 35 and GSDO 17 stay ahead of things. Mary Jo Migliaccio, ACSDO; Carol Huck, GSDO; Irene Moore, GSDO; Thelma Taylor, ACSDO. (We thought the airplane an interesting item.) See picture to the right.

ACSDO 3-35 since the first of the year has played a game of moving chairs. The new office quarters were at first short of chairs and the few on hand were moved as needed. Six new chairs were later received and all was fine until they were found to be the wrong kind. Six of the right kind then were delivered and once again chairs were on the move, this time to make room as needed. Instructions for the disposition of the wrong chairs have now been received and things are expected to return to normal soon - from the chair standpoint that is. Adieu, dear revolving chairs.

A quick mouse burial ceremony took place this past week terminating the need for a morning inspection to see who had played host to the nightly visitor who was cut down in his prime by the cruel wheel of a revolving chair. We were beginning to become quite fond of our "Mickey Mouse" and will miss his visits to the coffee room, journeys through our light fixtures and his nests in our kleenex boxes.

Mary Jo Migliaccio, one of the members of the local car pool, is now a full fledged Missouri licensed driver. This was due to considerable pressure from her husband and the gentle persuasion of the rest of the pool.

AIR CARRIER REGIONAL OFFICE

Friday afternoon May 15th, the Division had a coffee and cake party in honor of R. J. "Scotty" Scott, our Air Carrier Maintenance Specialist. Scotty joined us from the Minneapolis District Office about two and one-half years ago and we're all sorry to see him leave for his new assignment in Boston, Mass. We hope that the lobster in Beantown is a fair substitute for our KC. steaks.



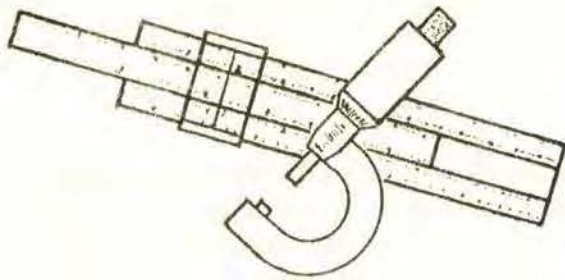
St. Louis Lovelies: Mary Jo Migliaccio, Carol Huck, Irene Moore, Thelma Taylor.



NEW AERONAUTICS DIRECTORS

Mr. David Horn, new Chief of the Aviation Section of the Missouri Division of Resources and Development, Jefferson City, Missouri, took office on May 1, 1959, succeeding Dale Fearne who resigned to accept the position as Manager, Lindbergh Field, San Diego.

Mr. J. D. "Jack" Obbink has been appointed as Director, Nebraska Department of Aeronautics by Governor Brooks. Former incumbent Rolland Harr has accomplished the nice trick of changing jobs without making a geographical move, being now associated with the Lincoln Airport Authority.



AIRCRAFT ENGINEERING

Although the March issue of FLIGHT LINES briefly summarized Aircraft Engineering Division activity, additional details concerning our AEDO #41 in Muskegon, Michigan may be of interest.

In recent years the Muskegon office performed manufacturing inspection activity in nine states. Assignment of an inspector in the regional office and establishment of AEDO #42 in Indianapolis have left the Muskegon office with a district comprised of the states of Michigan, Wisconsin, Minnesota, Northern Illinois, and North and South Dakota.

Production activity (which keeps the D. O. personnel hopping) includes seven prime manufacturers—Continental Motors Corporation, largest personal aircraft engine manufacturer in the world; Champion Aircraft Corporation; Downer Aircraft Industries, Inc.; Trecker Aircraft Corporation; Meyer Aircraft Company; Parsons Corporation and Continental Aviation & Engineering Corporation of Detroit and Toledo. CA&E, Toledo, producer of aircraft turbine engines for executive aircraft, is handled by the Muskegon office at the request of Region I, because of proximity to the parent plant, Detroit, which is primarily engaged in development work.

AEDO #41 maintains surveillance over seventeen subsidiary manufacturers' facilities, which produce major components for prime manufacturers, and several replacement parts manufacturers. Current type projects include one new four-place aircraft and ten partial type projects. Also, each day brings mail; telephone calls and telegrams from industry, the public, the regional office or other segments of FAA, requesting investigation of malfunctioning and defects reports,

inspection of aircraft or components, issuance of airworthiness certificates, survey of new subsidiaries or parts manufacturer facilities and inspection of aircraft or engine modifications and related activity.

Little does it occur to the general public what a tremendous task this activity represents, especially since attention of most outsiders is usually focused on aircraft they see overhead, at airports, or those they fly in. Since it is the responsibility of the Manufacturing Branch to assure production of aircraft which are safe for flight, inspectors visit manufacturers to survey facilities to determine adequacy of equipment and qualifications of personnel; to establish compliance with acceptable fabrication methods, processes and material specifications; and to conduct inspections of all parts which go into an airplane to assure conformity to approved blueprints and acceptable quality standards. It can readily be seen that inspection of every phase of control from raw stock to the completed product represents a task that requires highly specialized personnel.

The Muskegon office has put forth considerable effort assisting new manufacturers to become established, of which they are proud, and as witness for their efforts point to the fact that not one of these manufacturers has failed and most today are on a successful production basis.

The staff consists of Al Samus, Ray Guss, Corbet Dunavin, Joe Macha, Dick Lighthizer and Nettie Philabaum. Al Samus has been with FAA since soon after establishment of the district office. He and his wife purchased a home on Norris Creek, which has access to Spring Lake, the Grand River, and Lake Michigan. He has a dock in his front yard

and three boats and would enjoy the boating and fishing much more if he were not so busy working around his home and yard. (Don't let him kid you - his wife is an expert gardener.) He tells stories of six-pound small-mouth black bass and twelve-pound pike in his front yard.

Ray Guss, who was formerly employed by BuAer in Kansas City, joined FAA in January, 1957. He has built his own home close to the shores of Lake Michigan. With his wife and three daughters he is now enjoying the cool breezes and hopes to get in a great deal of outdoor activity, such as swimming, fishing and camping. Ray is wise - this winter he persuaded his daughters to do the snow shoveling of his driveway by telling them it would help them reduce. At least, it produced rosy cheeks.

Another transferee from BuAer in Kansas City is Corbet Dunavin. He came to AEDO #41 in January, 1958, and has recently purchased a home in Spring Lake. He, his wife, daughter, and two sons are happy in their new location and have enjoyed tremendously the swimming and fishing available to them so close to home. This past winter, with the heavy snow, the boys especially have had real fun in winter sports, skating, etc.

Joe Macha, who was previously with CAA from 1942 to 1953, left Boeing Aircraft Company in Seattle to return to FAA in December 1958. After "baching it" for a week or two, he moved his family to Muskegon and into a rambling brick home, which he is renting. He lives only a mile or two from Lake Michigan and you can bet he moved his boat with him and is looking forward to making good use of it this summer.

Dick Lighthizer was with Beech Aircraft Corporation from 1940 to 1957. He accepted a position with CAA in the Wichita office in March, 1957, and in March, 1959, transferred to AEDO #41. He is living the life of a bachelor these days, since his wife and son are still in Wichita. And right here we

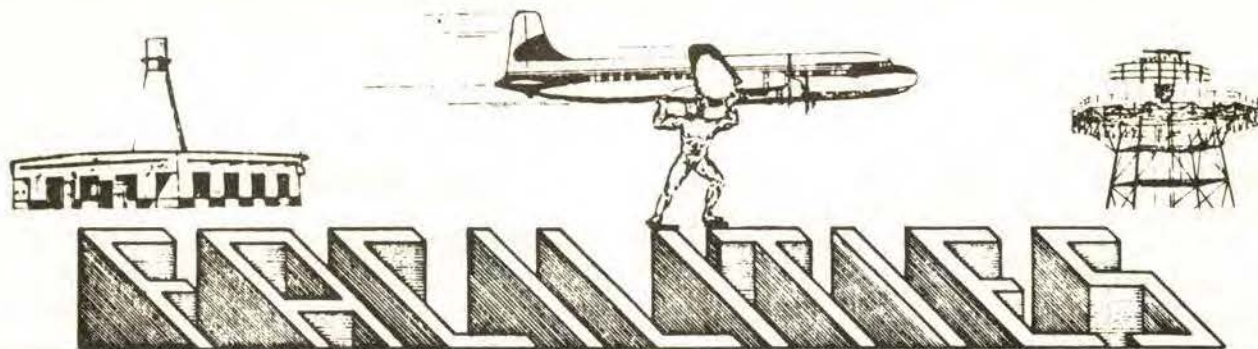
might say we think there is something his wife should know. A few days ago when Dick was trying to find his way from the office of Continental into the shop through a labyrinth of halls and doorways, with his hat in his hand and coat over his arm, he spied an open door. So - he stepped inside, and found himself gazing into a large mirror, and his quick glance took in several young ladies standing before it. Whoops! You guessed it.

Nettie Philabaum transferred from the Air Force to CAA and has been with the district office since shortly after its establishment in 1945. She enjoys the cool breezes of Michigan summers (except they don't reach the "un-air-conditioned" office) and she likes the winters, even though the snowfall this past year did reach 145 inches. After office hours she keeps busy taking care of her own apartment and entertaining, as well as maintaining a mailing list of about 6000 names for a missionary project.

AEDO #41 is one of the busiest Manufacturing Branch district offices in the United States and its effectiveness is attributed to the excellent team work exhibited by all members of its staff and the cooperation of all other Aircraft Engineering offices, other FAA offices and the industry.



Champion 7HC experimental aircraft. With plane are Henry Dickhudt and Lee Ballantine, FAA DMIRs, and Dick Lighthizer and Corbet Dunavin of AEDO #41.



WHO'S WHO IN FACILITIES OUR DEPUTY

Harry Bender, Deputy Chief, Facilities Division, was born November 22, 1904, in Philadelphia, Pennsylvania. Growing up in the City of Brotherly Love and blue laws has stood him in good stead many times when going was rough and he had to "keep smiling".

He attended Germantown High School, Evening School at Wagner Institute and Drexel Institute of Technology in Philadelphia. Drexel had a special course for doing one years work in six months in order that students could work in industries related to their courses for the other six months. (Harry says, "it wasn't easy".) During this period Harry worked for the Pennsylvania Highway Department, Engineering Department of the City of Philadelphia as consulting Engineer on Bridges and General Contractor on foundations and steel framework for a 30-story building. To keep busy (?) he taught Sunday School, did private tutoring, and was acting Scoutmaster for a Boy Scout Troop. At college he found time to participate in intramural

boxing, was president of his fraternity and Menorah Society.

Harry is one who knew us back when we were the Bureau of Light Houses and was hired as a Junior Engineer in April 1928 as the result of an exam he took for Deck Clerk for Coast and Geodetic Survey.

The job sounded real good to the young college student with a salary equalling that he was getting, plus \$3.50 per diem. The job was for three years installing federal airways. Now, thirty years later, Harry is still installing federal airways.

In 1938 the "old" Fifth Region was established in Kansas City and Harry was sent here as a Civil Engineer and has been here ever since, except during World War II.

He was assigned overseas on Navigational and Communications facilities on the "Crimson Airways", from U. S. to England via Ireland, and on the U. S. to India airway via South America, Africa and Arabia.

Being in aviation, Harry felt that he should learn to fly and did so in 1929 at Evansville, Indiana, at Interstate Airlines School. He obtained his private pilot's license in 1930 at Salt Lake City, so that he could land on the Intermediate Fields he built. Harry says he's the "world's worst pilot, if I could land on them, anybody can".

Harry's hobby is his home and his family. His wife, Helen, is a CAA alumna and they have two boys, Tom and Dick.

MEN "ON LOAN"

Due to a temporary delay in receipt of electronic equipment, KC-625 has assigned some of its personnel to temporary detail in Regions 1 and 2. Messrs. Fisher, Chism, Maguire, Conklin, Beisigel, Arndt, Whitmer,

Knight, Brueckner, and Stirchak, have been temporarily assigned to Region 1 to assist in completion of some of their communications aids installations; and Belshe, Merritt, Johnston and Henfling assigned to assist in Region 2 working on TACAN equipment. These men will be recalled when equipment is received in this region. Meanwhile, they will have an opportunity to see how other regions operate and will probably return with some interesting stories. We will be awaiting their comments.

LINCOLN ATFO

Everyone here is glad that March and April have gone. This isn't North Dakota but until late this spring we still had two trucks covered by snow drifts. Then with the help of the district office we had to dismantle the Localizer Antenna system and found that vibration from the Jets was playing funny tricks on us and loosening out connectors.

One of our men came back from the Aeronautical Center and we put him right to work but now two others have left for more book learning. The boys are happy that our Electro-Mechanic is back and wish he had more time for teletype but those seven standby plants have occupied most of his time. Here's hoping everyone has a quiet summer. Reporter's note: Calling all ATFOs - Let us have more of this!

— . . . — . . . — . . . — . . . — . . . — . . .

Copy message delivered N-38, 5/14/59.

Mrs. Casey radiated strong signal. Micro Farad Millihenry Jr., arrived 0745Z. No resistance - 8 lbs. 5 oz. - Come ohm.

FIDO #1

Mr. and Mrs. Edward Casey have been expecting for several weeks. Mrs. Casey finally came through while Mr. Casey, an Electronic Technician with Flight Inspection Branch was on a field trip in DC-3 N-38. The Flight Inspection District Office at Fairfax took the above means of advising Ed of his new son.

FAA "BOWLS" THEM OVER

Late spring marks the closing of the bowling season and the start of several tournaments. The FAA entry in the city tournament was manned by Ray Raglow, Mel Hoppach, Tom Davis, Jed Giles and Hal Phalp. This team placed 37th out of 842 entries. The cash prize to the team for this effort was the stupendous sum of \$21.50.

In the BPAA tournament with Dean Van Wey in the place of Hal Phalp, the team won the preliminary round at the Broadway Bowl. The second elimination was held at King Louis where teams from five states competed for the two entries in the finals to be held in Illinois. We didn't make the top two, but at the present writing we are still in the money (top forty teams). It will take three more weeks for all teams to finish and to decide place standings.

The Employee's Association went all-out and purchased five shirts for the team members. These shirts with FEDERAL AVIATION AGENCY prominently displayed in International Orange on the back were very appropriate for the occasion. Many thanks to the Association for its interest in the bowling team.



WELCOME

The Aircraft Engineering Division extends a hearty welcome to Charles A. Hughes, who transferred to Power Plant Branch from TDC and to Factory Inspectors Daniel Hayes Pike and Keith I. Blythe, who entered on duty with FAA in AEDO #42, Indianapolis, late in April.



PRACTICING WHAT WE PREACH

Up in the Land of the Sky-Blue Waters, Airport Engineers Ed Vie and Jim Popp, operating out of the St. Paul, Minn. office of DAE-3, are in workaday fashion demonstrating that the airplane can be just as effective and economical a working tool in the non-flight aspects of CAA's internal operations as in private business.

Using light rental aircraft under VFR conditions, routinely they are able to bee-line across the "10,000 (?) lakes" of Minnesota and Wisconsin and reduce the long prairie miles involved in servicing the far reaches of North Dakota to terms of relatively few hours of time.

In terms of increased operating efficiency, their use of aircraft finds its translation in either more time on the airport sites for a given itinerary period of time (or more on-site work put in for a given unit of per-diem outlay by the government) or less travel time and expense incurred for accomplishment of a given assignment of field work.

With Jim's self-piloted air time running somewhat less than Ed's, a little round-figure comparative analysis of the former's rental aircraft use, relative to surface travel, is interesting and significant. From May 1, 1958 to May 1, 1959, using rental aircraft having a block-to-block average ground speed of 122 MPH, he flew 115 hours on official business.

This time figure converts into an equivalent of approximately 14,000 air miles. He calculates that point-to-point surface travel as would have been otherwise involved in working the same beats on like itinerary sequence would have converted to approximately 15,500 miles. At a high-side average automobile speed of 45 MPH, this travel would have

consumed approximately 350 hours of travel time. Comparison: Mileage saved - 1500, hours saved - 235.

At an average rate of \$14/hour for aircraft rental, that direct cost came to \$1610.00. At the rate of 8¢/mile charged to CAA by GSA (based on averaging GSA base-minimum and mileage charges against the St. Paul office over a 9-month period) Government-owned automobile travel for 15,500 miles would have cost FAA approximately \$1240.00

Various theoretical computations of allowable per-diem cost savings to the government could be made. Probably a better yardstick of greater "operating efficiency" achieved through use of rental aircraft would be the greater number of actual hours of on-the-job work per unit of itinerary time or per unit of per-diem outlaid cost thereby made available.

As concrete examples of travel time savings on specific itineraries, which Engineer Popp has personally covered by both plane and car on different occasions, are the following (hours):

St. Paul Ashland, Rhinelander, Eau Claire and return -	<u>Air</u>	<u>Highway</u>
	5-1/2	12
St. Paul, Oshkosh, Fond du Lack, Milwaukee, and return	6-3/4	16-1/2

It is apparent that schedules and routes of public air carriers would not have afforded the flexibility necessary for as efficient use of total travel time. Additionally, these employees find the light airplane invaluable in airport site selection with reference to such factors as drainage systems, potential obstructions, highway access, land-ownership units and proximity of resulting traffic patterns to built-up urban areas and, not forgetting that old bugabear, "mink farms".



FLORA (Ill.) MUNICIPAL AIRPORT

(cont'd) Space limitations prevented carrying the following graphic material in the article in the May issue on this airport.

Looking southwesterly down the length of the uncompleted runway, the photograph below of the Flora Municipal Airport, Flora, Illinois, depicts graphically how a single gasoline-restaurant-motel facility may serve both a small town airport and highway traffic. It is evident from this picture, taken by the Illinois Department of Aeronautics at a random time and without notice to local interests, that it is already a going concern.

Already, in addition to the restaurant-motel-servicing establishment and the general field improvements, the airport has six (6) hangars, each with concrete floors, electrically-operated doors and electric lights. Located about equidistant from Victor Airways 174, 88-176 and 59, this 1-stop-service airport should prove very attractive to transient aircraft in respect to avoiding the congestion and time delays encountered at busy terminal airports, as well as being recognized as constituting a definite asset to the local business community.

A striking example of the often hard-to-measure side benefits accruing to the United States from the development of even small civil airports occurred this spring when an Air Force jet landed safely at dusk on the uncompleted runway with only 2 minutes of fuel remaining.

Independent of the factor of possible saving of the life of a highly trained pilot, it would be interesting to compare the Federal investment in aiding in the development of this 1-runway Secondary-class airport against the almost certain saving of the value of the military aircraft involved.

A letter of appreciation sent by the Commander, 1405th Air Base Wing to Mr. J. C. Borah, Chairman of the Board of Airport Authority of Flora, Illinois, stated in part "... The opportune availability of the runway resulted in saving a valuable aircraft and quite possibly prevented a loss of life or serious injury to the pilot".

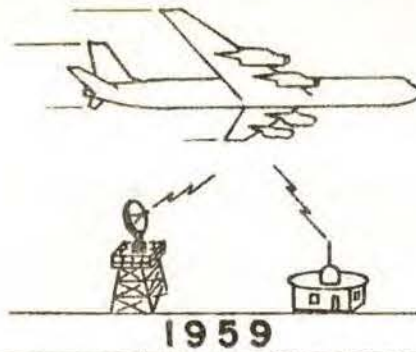
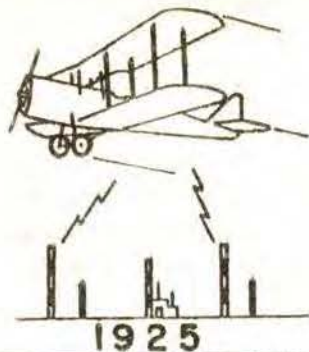
MAHOMET TO THE MOUNTAIN

(or WHICH WAY IS IT?)

Airports District Office I held an "Airport Forum" on April 21st at the Federal Office Building, Kansas City, Missouri, to discuss problems on location, protection and development of airports. In addition to seven planning officials from the Kansas City metropolitan area, 48 officials attended representing 18 other cities in Kansas and Missouri. Representatives from the General Safety District Office and the Air Carrier Safety District Office in Kansas City, collaborated in the conference. Interest and audience participation was well distributed between the following general topics which were discussed:

1. Airport designations and approvals by FAA.
2. The FAA role in planning and zoning for landing areas.
3. The National Airport Plan as applied to the local airports involved.
4. Extent of Government regulation of established airports.
5. Airport business and administrative practices.
6. Federal Aid Airport Program - outlining the procedure to be followed by communities in applying for Federal Aid.

(Cont. on page 34)



AIR TRAFFIC CONTROL

"FAA's MOST
CHALLENGING
MISSION"

THINGS-THAT-SHOULDN'T-HAPPEN TO-ANYONE DEPARTMENT

On a recent trip MKC-SBN-DTW in Bonanza 97D, the writer (not further identified) suffered from surprise and chagrin upon landing SBN. When the engine cowling was opened on the left side to check the source of a minor oil leak, what greeted our eyes but a brand new, hat-sized bird's nest (sparrow type) that was built up against the oil reservoir and resting on the rear cylinder. Unfortunately, the two passengers on this trip were also present to view this phenomenon. Alibi: Only one side (right side) of the cowling had been opened for inspection prior to departure from MKC, since the cowling fasteners on the left side required a screwdriver to open and none was available in the hangar and the plane had just been flown the day before. However, in the meantime, a busy little sparrow and his mate had evidently worked hard, possibly with overtime and night differential pay, and had constructed a comfortable home which, from all appearances was just about ready to move in to. In addition to moving this new housing development from MKC to SBN (probably in violation of Interstate Commerce Commission regulations, since we are not licensed under ICC) and suffering embarrassment thereby, we were real lucky that no fire resulted from this nicely placed combustion hazard. It just goes to show that accidents don't happen, they are usually aided and abetted by carelessness or by being too much in a hurry to take prescribed precautions. If you stop to think about it, how could you explain on an accident report that you didn't see a full-sized bird's nest built on the aircraft's engine? Moral: Take time to complete the full pre-flight check list before departure!

DEDICATION CEREMONY

Mr. Kriske, accompanied by Ray Chaffee, Planning Branch, and G. G. Garrett, Fiscal Branch (KC-72) - not to be confused with our George G. Garrett (KC-540) - flew to Peoria, Ill., in Comanche 5772P on May 15 to attend the official dedication ceremonies for their new Airport Terminal Building on the following day. Mr. Jurden, plus Messrs. Pace (KC-400) and Benedict (KC-4) flew to PIA in FAA Beech N79 for the dedication. The crew of N79 promptly made a hit with the CS/T crew on duty by failing to close their flight plan on arrival from MKC, and we have hopefully been looking for a 304A Incident Report ever since! The new PIA Terminal Building includes a tower cab (20' x 20') and nice office and equipment room space, to which the CS/T will be relocated in approximately 60 days, after equipment installation work now in progress has been completed. The airlines, Airport Authority offices, restaurant, etc., are already operating from the new building and only the CS/T and Weather Bureau remain in the old terminal across the field. The new building is one of the most colorful (when you see it you will know what we mean) and modern in design we have seen anywhere, and will compare favorably with new terminal facilities serving much larger cities than PIA. Apparently, with CS/T Chief Fred Sommer's welfare and declining years in mind, the new building is equipped with an elevator which runs to the 5th floor.

DIVISION OFFICE, KC-500

As of COB April 30, our ATC Division personnel complement in the field and R. O. reached 2900, which leaves 196 positions yet to be filled by June 30 if we are to meet our FY-1959 authorized staffing, taking into

account that there still will be approximately 23 vacancies existing by the end of June due to the normal rate of losses and turnover which occur monthly.

NEW FACILITY

We expect the Cedar Rapids Control Tower to start VFR service approximately July 1 on a 16-hour per day basis. All personnel for this facility should be on hand by June 1, and equipment installation work should be finished around June 15 if no further complications develop. CID Tower will start approach control service some 60 or 90 days after VFR service begins. Emerson Capps, Tower Chief is already on duty at CID making final preparations for opening the facility, getting the personnel rated, and doing the other numerous things involved in establishing a new facility.

SAVED

The following is a good example of quick thinking and action on the part of our Air Traffic Control Specialists: Mr. Willard E. Roller, Station Chief, was on duty at the Goodland ATCS on April 24, 1959, when Cessna N-5521E was overheard working another ATCS. From the strength of the signals, it appeared that the aircraft was in the vicinity of Goodland, but since the VOR was shut down for routine maintenance, the Goodland ATCS was unable to answer immediately.

Mr. Roller called the Maintenance Technician at the VOR site and requested that it be placed back in service ASAP. This was accomplished and contact was made with the aircraft. It developed that a young lady was flying the aircraft and was pretty excited and frightened. After instructing the lady how to use her VOR receiver and course selector (which was made more difficult because of her German or Dutch accent), Mr. Roller was able to orientate her sufficiently to direct her to the St. Francis, Kansas, Airport. The young lady was unable to locate

the St. Francis Airport for some reason, so she was given a magnetic course to the Goodland Airport where she later made a successful landing.

And here is another example:

On April 11, the ATCS at Detroit Metropolitan Airport heard an aircraft calling "MAYDAY". When contact was established with the pilot, he advised that he was out of gas. The DTW Tower advised that all runways on their airport were available, and determined that the aircraft's position was over the City of Detroit at 2000 feet. The pilot was then advised to take a northeast heading for Detroit City Airport. The DET Tower also advised that all runways on their airport were available, and that they had the aircraft in sight approximately two miles south of the field. The aircraft reached Detroit City Airport and made a normal landing; however, the gas truck had to tow the plane to the gas pump to get it off the runway. Specialists on duty and handling the incident were Mary E. Bissonette and M. E. Gunderson, and through their efforts a possible catastrophe was averted. Good work!

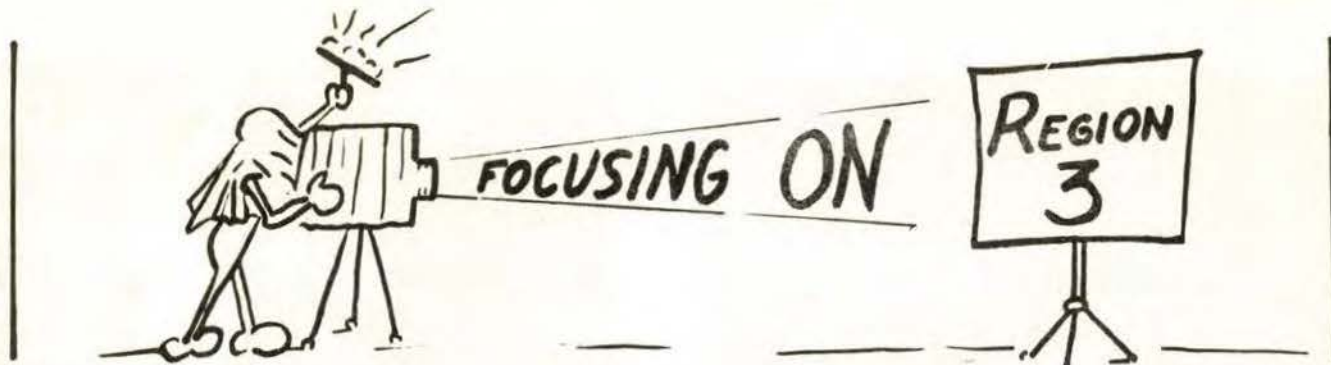
FIELD ITEM

Outstanding Awards were approved for Mr. C. Jack LaMont and Mr. Lauren M. Davis, both ATCS (Center) personnel at the Detroit Center.



BOND DRIVE RESULTS IN RESULTS

Many thanks to all the offices of Region 3 for the fine results in helping FAA do its share in U. S. Savings Bonds during the Bond Drive in May. Reports so far tally 125 new subscribers to Bonds plus 40 who increased their previous deductions.



20th Air Division's 793rd AC&W SQDN - Hutchinson Kansas & FAA provide Civil Jet Radar Advisory. A. F. Lt. G. Atheson, Warren Peter, FAA & A/1C Paul Englect work radar.



AEDO #41. Nettie Philabaum receives sustained Superior Performance Award. Looking on - Al Samus, Corbet Dunavin, Joe Macha, Ray Guss, Dick Lighthizer.

States Aeronautics Officials Carl Guell, Wis.; George Hole, Minn.; Bob Keller, Ill. with FAA Safety Operations Inspector Les Severance, Springfield, Ill., at Nat'l Intercollegiate Flying Meet, University of Illinois.



Edwin Bauman, Indianapolis Center IBM Console Operator, printing flight strips.



Our Regional Administrator Leonard W. Jurden delivers keynote address at dedication of Peoria, Ill. new Terminal Bldg.



Left to right: Brig. Gen. J. R. Holzapple, Dep. Dir. Ops. USAF, Leonard W. Jurden FAA. Reg. Adm., Henry H. Howard, MC, Robert J. Lehnhausen Mayor pro-tem, Congressman Robert Michel, and Walter O. Pendarvis, former Sec. Peoria Airport.

Leonard W. Jurden and Master of Ceremonies Henry H. Howard display modern Peoria Terminal.



Open for business. Peoria's new Terminal ready to serve its traveling public.



LENGTH OF SERVICE AWARDS

Throughout our Region a total of 269 employees have received pins for Federal service. Shown on this and the next page are some of these awards ceremonies.



Goshen, Ind. - J. A. Houston gets 30-yr. pin from W. G. Stephenson as family looks on.

Kansas City, Mo. - George G. Garrett, left, with Ernest J. Thomas, right, receiving their 25-yr. pins from Frank F. Gaynor, Chief, ATCS, KC.



Rochester - 3 Tower Controllers receive pins from Chief Harry Johnson. Left to right: Warren Beighley, 15 yrs.; Byron W. Dripps, 25 yrs.; Robert Berggren, 15 yrs.



Detroit - Bill Hogan receiving 25-yr. pin from Harley Shotliff. Total of 12 FAA'ers received awards.





Joplin - Senior Award in Region 3, 40-yr. pin goes to Merlin J. Cone, left, while Louis Chambers doing pinning received 15-yr pin himself.



Sioux Falls - 15-yr. pins go to Roger Bestland, left, and John Clark, center. Doing honors is Otto Thielke, Tower Chief, Foss Field.

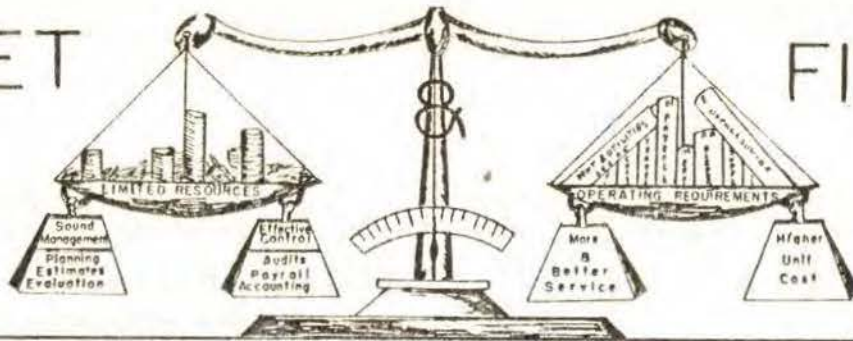
Sault Ste. Marie - Other Senior Award, 40 yrs., goes to Harold J. Burhop. Award made in KC by Leonard W. Jurden, Regional Administrator.



Wichita - Doing the honors is Chief ATCS Warren Hurst for six 15-yr. employees. Seated: Robert Henderson; standing, Joseph Fallin, Warren Peter, Clarence Ninke, John C. Smith, James R. Smith.



BUDGET



FINANCE

THE IMPORTANCE OF BEING ERNEST

The hallowed chambers of the Estimates (Budget) Branch are inhabited by an unusual specimen of Homo sapien, Ernest (Ernie) Gero. This man is a paradox of sympathy and cruelty, understanding and oppression, brilliance and stupidity, fear and courage, depending on the current fund situation and the nature of your problem. Actually the insight and sense of proportion needed to provide adequate funds and maintain proper balance of all functions within the Region demands the fullest information, critical evaluation and a high quality crystal ball. Ernie must keep a sensitive finger on the pulse of operations throughout the Region and respond to all changes which have budgetary ramifications, taking into account Washington's policies and problems.

Ernie started making his mark in the world back in February, 1919 at Saranac Lake, N. Y. As a preliminary step, he attended elementary and high school in Saranac Lake where he graduated in 1937. Right after graduation he became a bookkeeper for a wholesale grocer and remained until he received orders to report to the Army in June, 1942. During his tour of military duty he became a Lieutenant and was stationed at many duty posts including Fort Riley, Kansas. He also shiv-err-e-ed for about two years in Shangri-La, as the Army called it, now better known as the Aleutian Islands. While stationed at Fort Riley, Ernie set up temporary headquarters at Jayhawk Hotel in Topeka every weekend and holiday. And as it happens to all good men, sooner or later, he became engaged. The next logical step was marriage. However, this too was part of his master plan to obtain the fullest re-

wards for himself that life has to offer. He and Dorothy were married shortly after his separation from the service in 1946 and they settled down in Topeka where the Veterans Administration offered employment in accounting and financial management. After a series of promotions with the V. A. he took a position with the Air Force at Topeka Depot as a Budget Administration Officer and later worked in the machine data processing aspects of accounting and budgeting. His final position with the Air Force before coming to CAA in March, 1958 was that of Supervisory Financial Management Analyst. CAA was very fortunate to obtain his services as a Budget Analyst. In March of this year he was promoted to Chief, Estimates Branch. Due to the nature of his work and the character of your problems, he is often caught "right in the middle", so, if your problem is a particularly difficult one we feel you should also furnish him with an adequate supply of tranquilizers to postpone his inevitable trip to the Booby Hatch.

In his spare time Ernie, along with his 8-year old son Greg, work with their stamp collection and engage in Boy Scout work. He also throws a mean curve with the bowling ball.

IT TAKES TIME

Some of us put our life savings in the "ole sock" or cookie jar for safekeeping. But we should be happy to know that Uncle Sam keeps our retirement money in a much safer place. Retirement deductions are deposited in a trust fund controlled by the Retirement Division of the Civil Service Commission. All agencies make deposits to this trust fund but only the Civil Service Commission can authorize disbursements from it.

Individual records of retirement deductions are maintained by each agency for its employees. When an employee resigns or retires, his individual record is sent to the CSC after his final salary payment has been processed and all retirement deductions have been posted to his record. Refunds of retirement deductions and retirement annuities are processed by the CSC, and not by employing agencies.

Some time is understandably required for processing these applications. So, if you are planning to resign or retire, you had better be sure there is enough money in that "ole sock" to pay the butcher and baker until your refund or first annuity checks are received two or three months later.

AGNES NUZUM RETIRES

We are all going to miss Agnes Nuzum, who is retiring after twenty-six years of service with the federal government.

Agnes was born in Varde, Denmark, but came to the United States when she was a child. She joined the CAA Payroll Section in June, 1953. Prior to that time she had been employed by Farm Credit Administration, Railroad Retirement Board and the Wage and Hour Division of the Department of Labor.

PEOPLE PODS

The FAA announced plans to award a contract for development of a mobile "departure lounge", following adoption of a new concept for passenger handling at Washington International Airport, now under construction at Chantilly, Va.

The lounge will be used to transport passengers between the terminal building and parked aircraft. The lounge eliminates the need for loading "fingers" inherent in both the centralized and decentralized terminal systems.

PUTRID POETRY

(He said it - we didn't)

When the Call is due, they'll contact you
For data and justification
And guide your endeavor at phrase so clever
To show cause for your occupation;

You are perplexed as you read the text
And study the forms in a haze.
You are left in the lurch for all research,
Shows naught but hopeless maze.

And so you yield and contact the field
To learn how far they've ridden;
You wanted fact, but from what they send back
%\$*(#, they must be kidden.

When you have scanned and also planned
In form both neat and appealing,
Like a bolt from the blue, the Budget review
Shows you're two million over the ceiling

So the oil is burned and needs are spurned
And scratch that equipment you cherish
It's certain those pills up on the hill
Have caused all reason to perish.

You've got some fat in this and that
And pray that it isn't diminished,
You get in a crack and have to go back
With requests to be replenished.

Now re-submit and hope it's fit
To do the job you've been told
If it's not enuff and things get ruff
Maybe Budget will get bold;

The words you use are a subtle ruse
and Ernie may be harrassed
But if he and Ruth disclose the truth,
It's you who will be embarrassed.





IRELAND PLAYS HOOKY

George Ireland, presently on assignment at the Aeronautical Center, skipped school on Thursday, May 21, to be available here in the regional office during the visit of the representatives of the Management Analysis Division from Washington.

Inspectors of our GSDO's at Chicago, Detroit, Minneapolis and St. Louis, as well as the regional office personnel, were quite busy during the past few months acting as Expert Examiners for the Civil Service Commission. Their 'experting' consisted of interviewing all of the eligible applicants who had applied for positions as inspectors in the various divisions of the Bureau of Flight Standards.

Dave Detamore summed up the results of this time consuming but necessary chore with these words, "It could have been much more pleasant if the Agency had not restricted applicants to men".

These interviews were certainly welcomed by the many inspectors who have TAPER appointments. They can now look forward to conversion to Civil Service status in the very near future.

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This ever-changing personnel picture in the General Safety Division really keeps the girls in the RO jumping - they can't even get a current address list to print before it is obsolete.

The offices at Sioux Falls and Rapid City are losing their "Gals Friday". Leona Rans of GSDO9 has been with us for six years and Inez Strand has been with us for seven years. Good luck, girls, on your new ventures.



Can you identify our mystery pilot?

Inspectors of the Indianapolis Office were on hand to monitor a "PENNY-A-POUND" Airlift during the weekend of April 4 and 5. The secretary of the Evansville Flying Club reported they flew 936 passengers and took in \$1200 for the Crippled Children's Fund.

The Indiana Gear Corporation has taken delivery of their Sikorsky Model S-51 Helicopter and is in the process of development procedures for its use. The company has established a landing area at their plant approximately 15 miles from Indianapolis Municipal and it will be used to transport personnel to and from the airport. They are also studying the use of their helicopter for air taxi service to and from various industrial areas and with a future possibility of a downtown heliport. This activity should really give our inspectors at GSDO 10 some real experience with helicopters.

Spring has brought out the usual interest in home-built aircraft, an activity which really causes many headaches for our inspectors. St. Louis reports eight in the process of being built in their area - one with a plywood firewall!

Safety, before the spectacular or expedient, has always been the dominant principle in Pres Kirk's long and sometimes colorful career in aviation.

After a short time in the Navy at the age of 16 during World War I, he returned to the Black Hills of South Dakota for the completion of high school, then to the Ralph C. Diggins School of Aeronautics in Chicago for a course in mechanics.

In 1923 Kirk again left his home in Custer, S. D. for San Diego, California. There he bought a Jennie from the government. It was a new ship, still in the original crate. In order to get an instructor he lent the ship to Tommy (T. C.) Ryan on the basis that Ryan could use the plane for passenger hopping if he taught Kirk to fly. (Ryan has since become famous as the builder of Lindbergh's "Spirit of St. Louis".)

Kirk spent a year building up his flying time. Then he sold the Jennie and went back to the northwest. In Minneapolis he bought an OXX-6 Standard and put in some time in 1924 doing commercial flying for Marvin Northrup.

In 1928 he joined the staff of Wichita Flying School where he served as flying instructor and chief mechanic. After the school closed in 1930 he operated his own mechanic shop, did cross country flying, hopped passengers and taught flying in his own Stearman.

For a period of ten years when Wichita was known as the "Air Capital of the World", he was very active in flying and in all civic phases of aviation. He participated in and directed the routing of the 1934 Kansas Air Tour. He was one of the organizers of the Wichita Aviation Club with the purpose of sponsoring air shows during the summer months at the Municipal Airport. He was active in the Kansas Chapter of the National Aeronautics Association and helped to incorporate and served as a director of the Kansas Aviation Association.

Pres spent two years in the fuel experi-

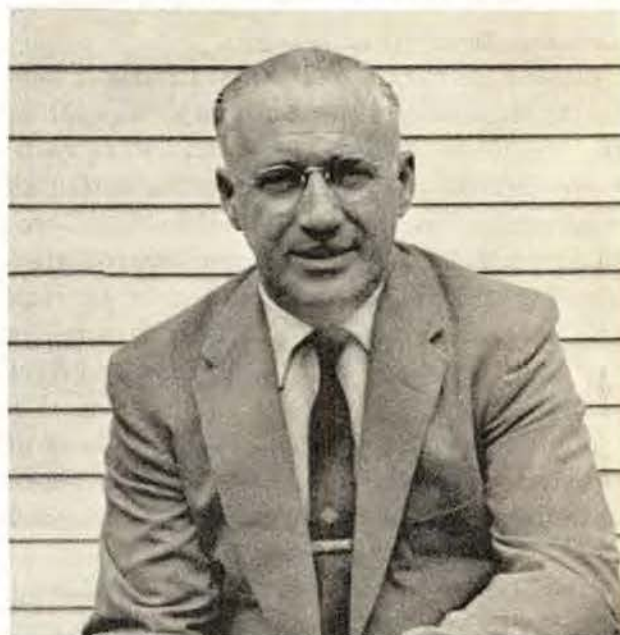
mental laboratory at Wright Field in Dayton, Ohio, and then joined the CAA in 1941.

His almost complete collection of "Aviation" and "Aviation Week" magazines dates back to 1929.

His SE-5, believed to be one of the five still in existence, is on loan to the Smithsonian Institute in Washington.

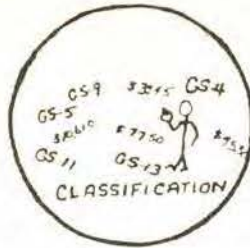
His original NAA flying certificate, dated in 1929, is signed by Orville Wright.

YES, OUR MYSTERY PILOT IS PRES KIRK
SHOWN WITH HIS STEARMAN



• • • •

Well, Gang, this is my "SWAN SONG". I am headed for Boston and will round out my career in the FAA with a tour in the ATC Center. My husband has been transferred to Boston, thus my decision to leave Kansas City and all its wonderful people. I have spent eleven years with FAA in Region 3 and I really hate to leave all my friends and "home". You will now be represented by Tom Davis as your reporter, with Kay Kessler "accompanying him on the keys". Thanks for all the help you've given me with the column. I've enjoyed it immensely and feel it has helped me to become acquainted with all of you.



PERSONNEL HI-LITES

CORRECTION - PLEASE !

The Personnel Office furnished statistical information to Mr. Jurden for his message in May issue of *FLIGHT LINES*, and incorrectly advised him that Merlin Cone, who completed forty years of service, was a Chief at Joplin, Missouri. Mr. Cone is an Air Traffic Control Specialist (Station) at Joplin.

DEPOSITS OR REDEPOSITS BY SURVIVORS

In past years retirement regulations would not allow anyone except an employee to make deposits or redeposits in the retirement fund to cover periods of service which had no deductions or a refund of deductions had been received.

When employees died prior to retirement status without completing deposits or redeposits, the person qualified to receive annuity benefits could not receive the amount he would have otherwise been eligible for.

Recent changes allow a deposit or redeposit to be made or completed, after the death of an employee, by a survivor qualified to receive annuity benefits.

VOLUNTARY CONTRIBUTIONS

An employee who wishes to obtain a larger retirement annuity than is otherwise provided may, at any time, make voluntary contributions to his retirement fund to purchase additional annuity, unless he has creditable service for which no deposit or redeposit has been made. Upon completing the deposit or redeposit, he will be eligible to make voluntary contributions.

Contributions may be made only in amounts of \$25 or in multiples thereof, and total con-

tributions may not exceed 10 percent of the aggregate basic salary the employee has received for civilian service since August 1, 1920.

Each \$100 in an employee's voluntary contributions account at the time of his retirement will provide additional yearly life annuity in the amount of \$7, plus 20 cents for each full year he is over age 55 at the time.

An employee who desires to make voluntary contributions should fill out Standard Form 2804, Election to Make Voluntary Contributions, and file it with the Civil Service Commission. The Commission will issue instructions for making contributions at the time the election is accepted.



THE NEW LOOK. Dorothy Mann, Betty Sue Farmer conferring with E. J. Thomas, Chief of Personnel Division, in their new partitioned offices. This new setup affords more privacy and better working conditions.



NEW AIR TRAFFIC CONTROL SPECIALIST EXAMINATION

The Announcement of a new examination for Air Traffic Control Specialist, issued June 17, 1959, for grades GS-5 and GS-6, is in the form of an attractive pamphlet, designed to assist you in your recruiting efforts. The old examination for grades GS-5 through GS-8 will be cancelled and all eligibles remaining on the registers will be sent copies of the new announcement with applications for refiling to continue on active registers.

Distribution of the announcement and publicity have been made to all facilities, requesting vigorous cooperation in publicizing our needs for qualified personnel.

The principal change in the experience requirements of the examination is inclusion of experience as navigators and navigator/bombardiers, in addition to pilots and copilots, as qualifying experience for grades GS-5 and GS-6.

We are counting on your efforts to obtain favorable publicity and a bumper crop of good applicants.

NEW FAA PROMOTION PLAN

A tentative draft of a new promotion plan for the FAA was reviewed this past month. The proposed plan rather closely parallels the present plan with some minor changes. A tentative target date of July 1, 1959 has been set up for the new plan. As soon as the final product is received it will be published throughout the Region.

Miss Ruby Foster, Deputy Chief, Classification and Wage Branch, Washington FAA, spent a week in the Regional Office obtaining current information on classification problems and reviewing the regional classification and wage program. Miss Foster's visit included conversations pertaining to general classification matters with each of the Division Chiefs and the Regional Administrator's staff, as well as with numerous branch chiefs and other supervisors concerning specific problem areas.

LENGTH OF SERVICE AWARDS

In placing the order for pins with the Department of Commerce, our Washington office was limited to ordering pins only for those employees who had acquired exactly 15, 25, 30, 35 or 40 years as of December 31, 1958. Therefore, the new pins could not be ordered for the large number of employees whose total service fell between these years, such as employees with 16 to 24 years, 26 to 29 years, etc.

We believe all employees who have 15 or more years of service should have an appropriate new pin. Our Washington office shares this view, but it does not appear that an additional order can be placed any more this year. We are, however, going after it next year -so if you are in the "in between" group please be patient and hope with us that we can get a pin for every deserving employee.

JUST A REMINDER

The Proficiency Development Branch, KC 93, has a library of self-improvement books which may be borrowed on a 30-day loan basis. These books range from supervision of employees and management to reading and writing improvement techniques.

OPERATION "AFTERBURNER"

The Placement Branch is now operating in "AFTERBURNER" to hire the quota of employees for the month of June. These figures will give you some idea of the effort we are expending.

- 148 Air Traffic Control Specialists
- 55 Electronic Technicians
- 34 Engineers, including students
- 15 Laborers
- 10 Stenographers
- 3 Clerk-Typists
- 2 Air Carrier Operations Inspectors
- 2 Program Officers (Office of Airports)
- 2 Draftsmen
- 1 Airways Flight Inspector
- 1 Air Carrier Electronics Maintenance Inspector
- 1 Cartographic Aide

People, Places, and Things.

Regional Doings

EMPLOYEES' ASSOCIATION PICNIC

A picnic for FAA employees and their families will be held on Saturday, June 27, 1959, from 10:00 a.m. to 6:00 p.m. at the Wyandotte County Lake, 91st and Leavenworth Road, Bethel, Kansas. The menu will consist of barbequed chicken, hot dogs, potato salad, baked beans, potato chips, olives pickles, bread, ice cream, coffee and soda pop, which will be served from 1:00 p.m. until 3:00 p.m. WHAT'S MORE, IT'S ALL FREE! Our Entertainment Committee is planning various games for children and adults (with prizes to the lucky winners) and, in addition, Wyandotte County Lake offers horseback riding, boating, and a baseball diamond. So let's all turn out for lots of good food and fun.

SHARP EYES

One of our readers, and this DOES prove that we have 'em, Clifton Nix, SEIT, KC-628 points out that the ATC masthead on page 11 depicts a plane flying over a Four Loop Low-Frequency Radio Range in 1925 when actually the device was not patented until 1927. I guess our artist would call this "artistic license" which falls in the same category as "poetic license".

FAA'er Nix is to be congratulated on his knowledge of the subject. We do enjoy hearing from our readers, even when we take liberties.

WE LET HIM DOWN

Our standing as a service organization suffered a severe setback with one of our junior public the other day when our Power Plant Branch was unable to tell a future jet pilot how much he would have to pay for a used Sabre-Jet engine.

CREDIT UNION

The K. C. NFFE Credit Union is owned entirely by its own members and is operated by and for them exclusively.

Membership in our Credit Union is open to all Region 3 FAA employees in any of the 11 states. You can join it by putting in just \$5 and paying the 25¢ membership fee, then any additional savings can be added at any time.

Our Credit Union has a contract for life insurance on the savings at no additional cost to the member. Any amount up to \$1,000.00 is matched by insurance in case of death when the money is put in:

6 mo. to 54 yrs.	100% or dollar for dollar
55 yrs. to 59 yrs.	75% or 75¢ for \$1.00
60 yrs. to 64 yrs.	50% or 50¢ for \$1.00
65 yrs. to 69 yrs.	25% or 25¢ per \$1.00

Credit Union loans are insured in the amount of the loan balance - up to \$10,000. This insurance covers every borrower under age 70, who is able to perform (or within a reasonable time to resume) the usual duties of his livelihood. If the borrower dies before age 70, or is totally and permanently disabled before age 60, his loan will be paid off.

Interest rates on loans are very low in comparison to other financing. Loans \$300 and under are 1% per month on the unpaid balance, secured loans of over \$300 are 3/4% per month on the unpaid balance or about 4-3/4% "bank interest".

The mailing address is 1011 Federal Office Bldg., 911 Walnut, Kansas City, Mo. The phone is Baltimore 1-7000, extension 229 or 230.

Your Credit Union is your place to save and your place to borrow.

AERONAUTICS TOASTMASTERS CLUB ACTIVE

The regular weekly meeting of the Aeronautics Toastmasters Club is held each Tuesday at a cafeteria near the Regional Office. The club is composed almost exclusively of FAA Regional Office employees, although membership is not limited to FAA'ers. Floyd Emanuel, KC-650, is our president.

What is Toastmasters? It provides members with opportunities to improve their abilities to speak in public, conduct meetings and develop their executive capacities through practice, mutual constructive criticism and assumption of responsibilities within the organization. Toastmasters International is a nonprofit, non-partisan, non-sectarian educational organization of over 2800 clubs throughout the world.

Members take turns giving formally prepared speeches, each of which is designed to emphasize at least one facet of the many items which go to make a good speech. They also speak extemporaneously on topics given out just before being called upon to speak. Each member is given a chance to act as toastmaster, as an evaluator of another's speech, and in the several other capacities required during a meeting and in the club organization.

Self-improvement is sought by doing and by practice. Added to these basic principles of learning is the evaluation process used. Constructive criticism is given by the members, not a teacher. These criticisms cover the speech itself, its opening, content, closing, achievement of purpose. The speaker's platform manner, his delivery, diction, grammar, voice, gestures and all the other elements making for a successful speech or talk are evaluated. Much emphasis these days is being given to the problem of communicating with one another, either by the written or spoken word. The improvement in the ability of Toastmasters members to communicate is quite marked, even after a few meetings.

Members gain self-confidence, the ability to think more clearly and constructively plus facility in speaking more effectively before all sizes of groups. They discover latent leadership abilities and gain a general broadening of their interests in life. Valuable friendships with congenial people are formed. These and many other benefits come to active participants in Toastmasters Club activities as they learn by doing and improving through practice.

Regional Office men interested in becoming members are invited to attend any of the meetings. (The Club will even buy your lunch!)

(Cont'd. from page 20)

The interest shown has prompted planning with the Missouri Division of Resources and Development to develop similar meetings to be held sectionally for the remaining communities in the State of Missouri.

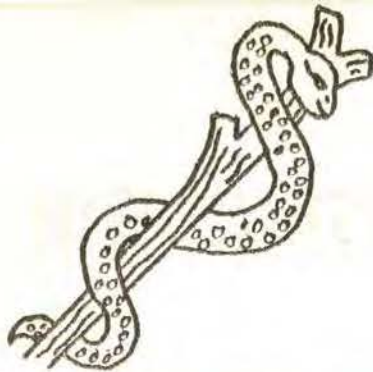
PHASE I VORTAC PROGRAM GOALS ATTAINED

Facilities Division, Region Three, points with pride to the successful completion of its share of the gigantic Phase I VORTAC program. By the end of June, 1959 we have in commission or on test basis a total of 60 VORTACs scheduled under this program. This includes establishment of new VORTACs as well as conversion of existing VORs.

The entire program calls for a total of some 264 VORTACs by the Agency. Reports have it that other regions are all reasonably sure of meeting their share of the quota.

Our hats are off to all those who gave so willingly of their time and efforts to make this program possible. Excellent cooperation and coordination were necessary to accomplish this goal.





MEDICAL MEMOS

REGIONAL MEDICAL OFFICE

A LOOK TO THE FUTURE

Do you have a young lady in your family who is graduating from high school? It will be well to look with her to a future in nursing. Estimates indicate that 70,000 more nurses are needed to reach the goal of 300 nurses for each 100,000 population. The greatest concentration of nurses is in the North Atlantic and Western regions; it is smallest in the Midwest and South. The critical shortage is being met by increased efforts in enlistment and the building of finer and fancier nurses' homes. The number of scholarships for nurses in training is steadily increasing. Moreover, the demands for nurses with higher levels of education also grow greater. At least 13% of the positions in nursing now require education on the level of a masters or doctors degree. Here is one area where smart girls are preferred - but good looks are not a handicap.

ON THE "INTERESTING" SIDE

We often have cases of human interest which give us a change from the routine of our daily office work and thought we might pass along a few -

Like the airman who was denied a medical certificate because of his peculiar manner and the alertness of the examining physician, who, upon checking the airman's reported place of employment, found he was a patient, not an employee at the mental institution. After the denial letter from this office, we were confronted with another report of medical examination on this same airman from a non-designated FAA physician. However, this physician gave him a medical certificate, but marked it NOT VALID FOR FLYING. He, too, recognized the condition of

the applicant. After a letter requesting the return of this certificate the airman very nicely acquiesced and returned it to us. Just recently the Regional Medical Officer received a post card from this man, and he asked the doctor to please think about him as he (Dr. McMillin) was flying about in the wild blue yonder. We are hoping he doesn't try for another medical certificate!

And the childlike writing which asked if diabetes would keep her from flying when she got older, for she was twelve years old and it would just about kill her if she couldn't fly when she was old enough, for she just "loved" to fly.

Then there was the airman who could not afford a cardiac evaluation because of the family financial condition. He said the request was quite a blow to him, since his complete avocational activities were therein involved. "In other words," he said, "I like to fly - it is in my blood." Wonder how much, or how little it costs him to fly?



AVIATION MEDICINE NEWS

In recognition of the recent advances in the vertical expansion of aviation medicine, the Aero Medical Association recently changed the name of its organization to the AEROSPACE MEDICAL ASSOCIATION. This action was taken at the recent meeting in Los Angeles, April 27-29, where it was also found that space medicine is becoming an important factor in our field of medicine.

DRIVING IS A FULL TIME JOB

Park your worries when you drive, for if you are distracted or preoccupied, you cannot be sufficiently alert to drive safely.

Home troubles, quarrels, financial worries, illness at home, or personal fears can make you more likely to have an accident. They make you temporarily accident prone.

Strong emotions work the same way. Persons who have had violent arguments or who are angry or in grief, need some time to "cool off" before they "take it out" in driving a car. This can prove to be an expensive way to expend emotions, for worry and safe driving do not mix. And a little pleasant daydreaming as you drive can be equally dangerous.

Competent drivers accept the seriousness of driving and attend to business. They are alert to everything that could possibly affect traffic and their driving.

You can't put your car on the automatic pilot, so while you are behind the wheel make driving your full time job!

