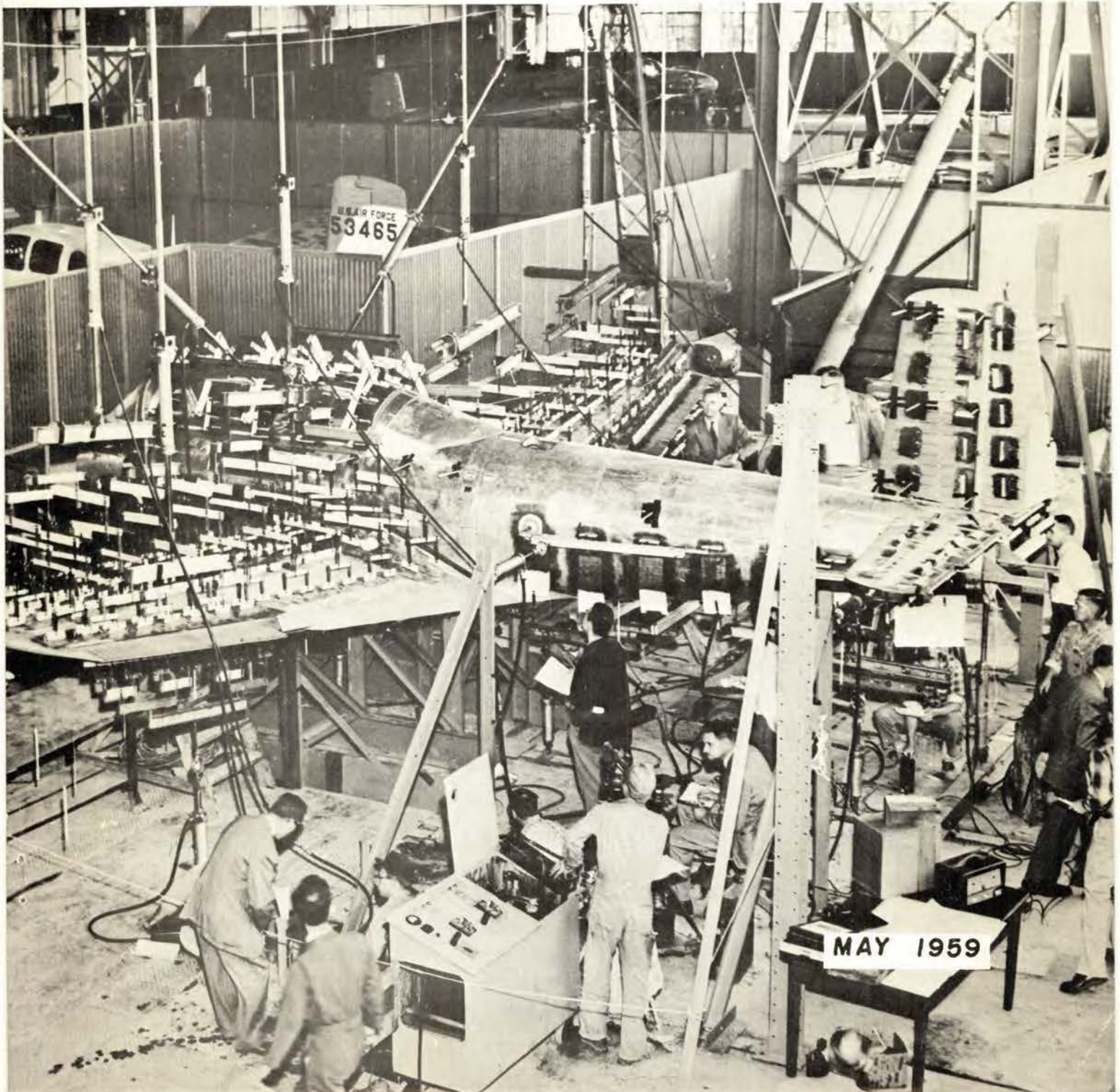


FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3

John W.



FLIGHT LINES

FEDERAL AVIATION AGENCY - REGION 3



VOL I NO 3 MAY 1959

PUBLISHED MONTHLY FOR FAA EMPLOYEES AND THEIR FAMILIES

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ON THE COVER
Structural Strength Test
on Aircraft Wing.
Story on page 3.

PHOTO - Courtesy BEECH
AIRCRAFT CORP.

• • •
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FROM OUR REGIONAL ADMINISTRATOR

In the next few weeks 269 Region Three employees will be awarded length of service pins at ceremonies throughout the Region.

A new and more attractive service pin is being awarded for the first time this year under a revised program adopted by the Federal Government. Henceforth, pins will be awarded upon the completion of 15, 25, 30, 35, and 40 years of total Federal service. A bronze pin will be given for 15 years, a silver pin for 25 years, a gold pin for 30 years, a gold pin with a ruby for 35 years and a gold pin with a diamond for 40 years.

The 269 employees of our Region receiving pins represent a total of 4,635 years of service! It represents a tremendous amount of aviation experience and "know-how". This is ability that only time and effort will buy - and without which the rapid progress of aviation in our Region would not have been possible. But this only tells part of the story. These employees represent only about 5% of our total service. Many hundreds of employees whose anniversary dates did not happen to be 15, 25, 30, 35 or 40 years this year are not included. Add in their experience and knowledge and the total years of experience serving the aviation public of our Region becomes stupendous.

While we congratulate all of these employees on reaching this milestone in their public service careers, two, I believe, merit special mention. They are Harold Burhop and Merlin Cone, ATCS Chiefs at Sault Ste. Marie, Michigan, and Joplin, Missouri. Messrs. Burhop and Cone are completing 40 years of service. Certainly this is a notable record in which they can take great pride, and the rest of us can take example.

To all employees receiving awards our heartiest congratulations. There is no device which will properly appraise their valuable contributions to our work. I hope that this will be but the beginning of many more years of fruitful and satisfying service to aviation.

Structural Strength And Detail Design Testing Of Aircraft

by Woodford R. Boyce, KC-241
Aeronautical Engineer, Airframe and Equipment Branch

How is a new or modified civil aircraft or aircraft components proven safe for the public to buy and fly? By what standards are these aircraft and components certified? Who does the approving and verifies the safety of the Aircraft and components?

The answers to these questions are to be found in the branch of the Aircraft Engineering Division known as Airframe and Equipment. This branch is responsible for approving the structural strength and detail design characteristics of the complete aircraft (except for powerplant aspects). They are responsible for heating, ventilating, pressurization, and powerplant instruments and associated parts in conjunction with powerplant engineers. Considerations of possible damage that powerplant fires may cause to other aircraft components and structures are of direct interest to A & E's structural engineers as is the structural strength of engine mounts and cowlings. Dynamic loading, fatigue, flutter and vibration are important considerations of A & E engineers, also. All of these responsibilities are applicable to helicopters including the approval of main and tail rotors from the standpoint of strength, fatigue, and flutter of rotors, rotor hubs, and controls.

Through fulfillment of these responsibilities, the A & E Branch advises the Aircraft Engineering Division in certification of all types of civil aircraft, aircraft equipment and components such as brakes, wheels, instruments, systems, etc. that are developed for aircraft.

The basis for aircraft and aircraft component approvals is determined from the CAR's and established by the date of the submitted application for Type Certificate. Special condi-

tions are established as necessary for cases not directly covered in the CAR's as for example, turbine powered aircraft. The applicant shows compliance with the applicable parts of these publications through demonstration by means of submittal of drawings, analyses and static test reports. The A & E branch reviews such technical data and participates in the demonstration to ascertain that compliance has been shown.

After the prototype is built it is tested on the ground. These tests are designed to demonstrate the structural strength and durability of the aircraft and/or aircraft components. For instance, structural components must be analyzed or tested to loads in excess of the maximum loads that the airplane or component is likely to encounter in its designated usage. These loads are at least 150% of the maximum anticipated loads. The loads are applied to all major components such as wings, fuselage, and tail surfaces and these components observed and inspected during these tests for any indication of weakness or

Whiffletree arrangement transmitting the load from hydraulic jacks to wing section.



failure. Loads are applied by hydraulic jacks, lead weights or sand bags. Sometimes many tons of force are applied by hydraulic jacks through a load distributing system of beams and cables called whiffletrees. (See photograph on page 3.)

Loads are also applied by other means. For example, landing gears are dynamically tested by hoisting the gear with its simulated loading to the required height in a drop test jig and then allowed to drop. In some instances the complete airplane is drop tested as shown in photograph below. The measured deceleration during these drops result in a load multiplying factor used to design and substantiate the strength of the gear. Loads are also applied by pressure. For example, sometimes fuselages are sealed and submerged in huge tanks of water or surrounded by netting (as protective measures from flying parts should failures occur) and subjected to high internal pressures to test their strength. By similar ingenious methods all other anticipated forces are applied and exceeded to assure an airworthy structure.

Drop test to determine energy absorption characteristics of landing gears. Note: Usual height of drop is about two feet, however, the airplane shown is being substantiated for carrier landings.



The resulting data consists of proof of compliance with the applicable Civil Air Regulations. Among the data are drawings, basic load determining reports, flutter and vibration surveys and structural and fatigue test reports.

When all of the data have been approved by all affected Branches, the product is ready for flight testing. When all the Branches have ascertained compliance has been shown a Type Certificate is issued for the product.

After all of the testing, checking and verification through the coordinated efforts of the applicant and the Aircraft Engineering Division, the final product is certified safe for the public to buy and fly.

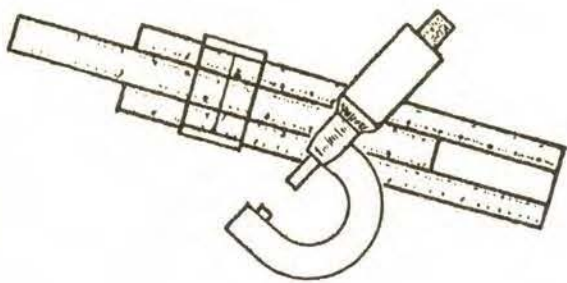


LET'S KEEP CURRENT

All our flying friends will be interested to know that Aero Publishers Inc., of Los Angeles has just released its 21st edition of "Civil Air Regulations and Flight Standards for Pilots" book. Recent changes in flight rules have been added to this edition which also includes a sample written test of the type required for a private pilot certificate. This and many other useful items make this a most useful book for all pilots.

Also fresh off the press from Aero Publishers is the booklet "Aircraft Weight and Balance Control", written by Henry G. D'Estout, of the FAA in San Diego. General principles of aircraft weight and balance control, basic measurements and computations, shifting and alterations, weighing and loading procedures for all types of aircraft including light airplanes, transports, jets and helicopters are included. A most useful booklet for proper loading and balancing of aircraft.

Both publications are available from bookstores, aviation supply dealers or from the publishers at 2162 Sunset Blvd., Los Angeles 26, Calif.



AIRCRAFT ENGINEERING

The division has recently completed type certification of the Downer Aircraft Industries Cruisair 260, a picture of which is shown. Downer, which may be unfamiliar to most readers, is the new name of Northern Aircraft, Inc., and is located in Alexandria, Minnesota. This company owns the type certificates for the Bellanca Models 14-19 and 14-19-2 and the Republic Seabee RC-3. The Cruisair 260 (14-19-3) is a nosewheel version of the 14-19-2 with a Continental fuel injection engine of thirty extra horsepower, making a total of 260 HP. The aircraft is completely fiberglass covered. The engine cowl is also made of fiberglass, being formed in a mold, as are several other parts of the air-

craft, notably the door, baggage door, seats, etc. A new instrument panel has been installed and other minor changes have been made.

The type certification program was fairly extensive. Since the main gear attachment has been changed from the front to the rear spar, there were extensive structural changes. Substantiation of the fuel injection engine required complete revision of the fuel system. Flight tests included flight characteristics investigation, engine cooling, and other testing. Some of the testing required special techniques due to the cold weather. In investigating possible vapor lock with hot fuel and in checking oil cooling the difference be-



tween outside air temperature (northern Minnesota during January) and the conditions which had to be demonstrated amounted to approximately 120°F. It's quite a problem to keep fuel temperatures up to 110°F when the outside air temperature is -10°F at ground level. Also, in demonstrating oil cooling with very cold outside air temperatures, it isn't possible to block the thermostatically-controlled valve without possibly congealing the oil in the radiator. Despite the cold weather no cases of frostbite were reported. Downer is presently producing this model at the approximate rate of two a week and within the next month or so will make some slight improvements such as revised wing tips and increased CG range allowable.

We understand that Bob Schroers, who has been with FAA at Technical Development Center in Indianapolis, will join the company early in May. Many of you may remember Bob from earlier associations in the region from 1943 to 1948 and in Washington prior to his stay at Indianapolis.

FISH - LOOK OUT!

After thirty years of service with the federal government William A. (Art) Lusby of our Power Plant Branch is retiring on May 31. Upon leaving Carnegie Tech in 1922 Art tried his hand at professional baseball for several years, after which he entered a private engineering company. Joining the Interstate Commerce Commission in 1929 as a mechanical engineer handling steam locomotives, Art later became air minded and joined the CAA in its infancy in 1938. He served as a Power Plant Design Evaluation Engineer in the Power Plant Branch in Washington as an engine ignition specialist and project engineer on Continental reciprocating and jet engines from 1938 to 1958. During the course of this service he assisted in the preparation

of the Aircraft Power Plant Handbook, Technical Manual No. 107, and was highly responsible for the development of a procedure for approval of aircraft engine spark plugs. Upon the decentralization of engine certification activities to the regions in September, 1958, Art was transferred from Washington to Kansas City. During his short stay with us he has continued to handle Continental engine certification work and also has served as a reciprocating engine specialist on other engines. In addition, he has devoted his efforts to laying the groundwork for continuation of these activities in the future.

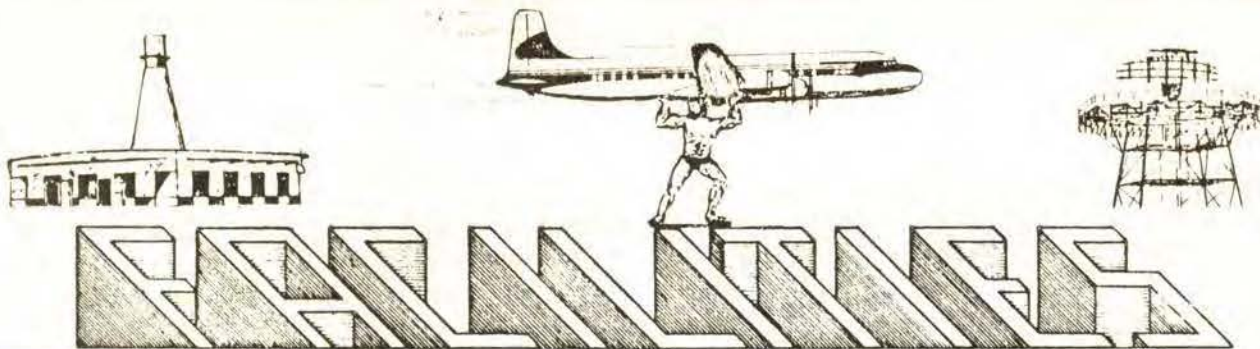
Art's immediate plans call for a return to the cottage he built on the Banks O'Dee on the lower Potomac River in southern Maryland and to catch up on some very important fishing activities which he feels have too long remained dormant.

The sad faces of two of the division "gals" as they bid him an advance farewell in the picture below express the way we all feel about his leaving us. We wish him the best of luck - and fishin'!

WELCOME

When Technical Development Center in Indianapolis decided to transfer east, Ralph J. Slavik decided to "go west" instead and is now a member of our Power Plant Branch. We're glad he came our way.





FAA PIONEER RETIRES

One of the most solid citizens in the Facilities Division is Mr. Jed Giles, formerly Chief of the Plant and Structures Section, Maintenance Branch. Jed retired April 22, donning a straw sombrero decorated with fishing lures and carrying a fishing pole and new tackle box, so we feel it is most appropriate that he should be our "Man of the Month", for the Facilities Division.

It is hard to say what interested Jed Giles in Aeronautics. Perhaps the boy of 7 in a covered wagon crossing the Utah desert looked at the stars and dreamed of a better way to travel. Perhaps the lad with the gun hunting food for the family table longed to fly as the birds across the sky.

Whatever caused it, World War I found Jed in the U.S. Army Aviation section, Signal Corps, which was later known as U.S. Army Air Service. Jed and brother Nick were sent to Kelly Field, Texas, where they became acquainted with their first airplane. They were among the first 13 selected to comprise the 8th Aero Squadron. This squadron soon grew to the 180 man quota. On July 3, 1917, they arrived at Selfridge Field, Mich., and were the first Air Service soldiers stationed there.

Here they learned how to assemble and rig an airplane (Curtis-Jenny), adjust and take care of OX-5 engines. And here Jed had his first airplane ride with a pilot by the name of Capt. C.B.Q. Jones. Jed describes him as a little fellow, about 5 ft. 3 in. tall, and an excellent flyer.

In January 1918 Jed and his brother were "shipped out" to Liverpool, England, on the HMS Carmania. The squadron moved from there to Northern

Scotland, and were taught everything there was to learn about building aircraft "from the ground up". June found them in France as part of the 5th Pursuit group and they made many attacks on Germany from their headquarters at Columbia Le Bell. The planes used were the British Sopwith, Camels, French Spaad 13s and S.E. 5's, all of which were very effective as fighter crafts.

At the close of the war, the group was transferred to the army of Occupation and moved to Coblenz, Germany. Then they were moved back to France to help sell or dispose of surplus airplanes and other equipment. This kept them busy until late in May, 1919 when they returned to the United States.

Jed returned to Wells, Nevada, his home, and found things had changed and by April 1, 1921 he was in Cheyenne, Wyoming, with the U. S. Air Mail Service. The Air Mail Service was under the Post Office Department. The mail was flown by day and carried on trains by night until 1923, when night flying started. Private industry took over the mail service on July 15, 1927 and Boeing Air Transport (later known as United Air Lines) was one of the mail contractors through the western part of the country. Jed at this time was with Western Air Express in Denver, where he remained until March 15, 1929.

The Federal Government had provided lighted airways from Chicago to Salt Lake City in 1923 so Jed then decided to return to Government Service and became an Airways Mechanic. He started at Rock Springs, Wyoming but was soon moved to Salt Lake City, Utah. This was the headquarters for the 5th district, Dept. of Commerce, Light House Service, which was the forerunner of the CAA. Jed was a flying

mechanic for a Stinson airplane used to inspect the fields and beacons and the few radio stations for about a year and then returned to his former position of relief Airways Mechanician, covering Las Vegas, Reno, Pendleton, Omaha, Cheyenne, Denver, Pueblo, Boise, Butte, Great Falls and all points between. Jed had lots of experiences. The unwritten code was, and is, keep the lights burning because an airplane loaded with passengers may need that light of emergency field at any time. In December 1936 Jed drove up on White Mountain, Wyoming to repair a beacon when the temperature was 20 below and the wind was blowing 60 miles per hour. Jed's truck ran out of gas and it was 10 miles as the crow flies straight down the mountain to Rock Springs and 54 miles by the road, so Jed started walking down the mountain. But the snow was deep and his legs were like sticks, so he lay down and rolled through the canyons. He had started down at 11 in the morning and 5 that evening found him exhausted but in Rock Springs. After this experience, extra gasoline was always standard equipment in that part of the country.

During the month of January, 1938, Jed walked 110 miles on snow shoes servicing the beacons between Superior and Butte, Montana. This was one of the reasons he came to Kansas City in June, 1938 to become one of the Charter members of the K. C. Region, where the lay of the land was more level.

Many years have since gone by and Jed has remained here in K. C. with the maintenance branch of the Facilities Division. He has been Chief of the Plants and Structures for the past several years.

He is a Mason, a member of the Scottish Rite and a Shriner. He is a past Patron of the Order of the Eastern Star and presently is serving as Watchman of Shepherds of the largest White Shrine organization in the United States and Canada. He is a member of the Methodist Church.

Jed lives at 5433 Brooklyn in Kansas City with his wife, Velma and their 8-year old daughter Jacqueline. Jed has a son, Jed Kenneth Giles, who is a builder and contractor here in Kansas City and a son, Jon Al Giles of Salt Lake City.

His hobby, a carry-over from his childhood, is hunting and fishing. He also has a nice collection of 8mm movies and 35mm colored slides of his first love - the mountains.

He has a host of friends in the FAA here in Kansas City and all over the nation and his heart is warmed by having had the opportunity of being their friend also.



Facilities points with pride to Robert Curtis and Vincent Wilane who both received commendations from the Washington office for the work they did while in D. C.

Bob was working on the FY-1961 Call for Estimates and Vince assisted the Frequency Utilization Group and worked on a NATO project.



ONE LAST GASP

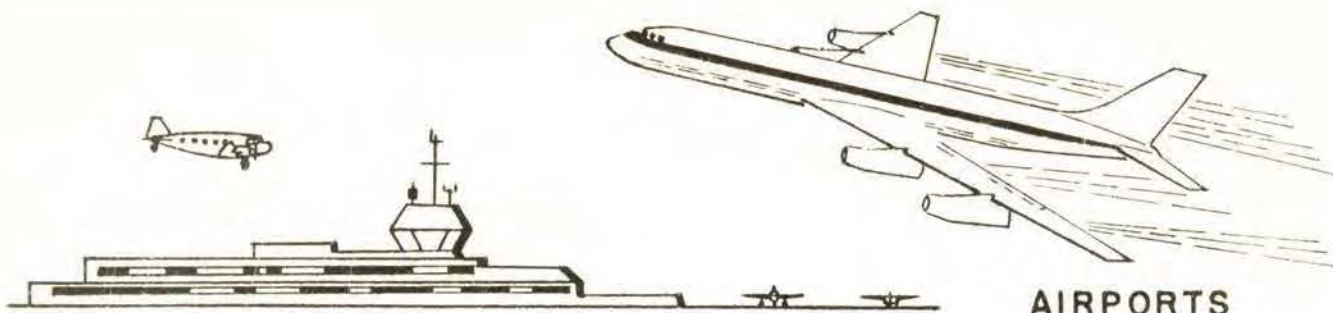
It takes 10 seconds for two aircraft approaching each other at 180 knots to cover an intervening distance of one mile.

Two jet transports reduce this to 3 seconds!

TOUCHE!

Returning from a flight, the pilot entered on the squawk sheet: "Something loose in the tail." The next morning when our pilot friend was handed the squawk sheet for initialing his acceptance of the work done, he found the following reassuring note: "Something loose in tail tightened."

Brevity is fine,
But explicit elicit more efficient fix-it.



1959 NAP MAKES ITS DEBUT

The 1959 Revision of the National Airport Plan was officially released on March 31, 1959. Of considerably more detailed format than previous NAP's, this plan represents the latest thinking of the FAA with regard to the airport needs to provide a national system of airports to serve civil aviation.

In its preparation a new planning approach was taken, with consideration given to specific types of reciprocating-engine and jet aircraft and to the length of haul which are expected for each particular airport. In part, it was based upon the air commerce pattern of length of haul which resulted from a study conducted by the University of California.

It was found that scheduled air carrier service between airports having a low passenger volume seldom exceeded 200 to 300 miles and usually only connected neighboring small communities with the larger terminal and gateway cities. Locations recording the higher passenger volumes were found in general to be served by non-stop flights to other, more distant high passenger generating cities.

It is interesting to note that when non-stop flights are conducted to other than the nearest large cities, the greater percentage go to New York, Chicago, Los Angeles, San Francisco or Miami as terminals. Further, a nonstop flight to New York City is run with a lower level of passenger activity than is required to either Los Angeles (San Francisco) or Chicago. Also, the area southeast of Chicago appears to require a much higher level of activity than the area west of Chicago to support nonstop flights.

The plan includes all locations which, in the considered judgment of the FAA,

are required for a system of airports for general aviation and for air carrier service. Forecast data included the specific need for the airport and the recommended maximum length of runway. The Plan also includes the recommended airport development through 1962.

A LET'S-GET-WITH-IT COMMUNITY

In a time when there is a noticeable tendency to "let John-or Uncle Sam - do it", the self-help efforts and results achieved by the little southern Illinois community (population 5,800) of Flora are refreshing and newsworthy.

Prior to 1953, its aeronautical needs were served after a fashion by a private operator on a leased N-S tract of ground. Like many other hard-working fixed-base operators of the doldrums period of the late '40's and early '50's, his operation was economically marginal, with little chance to improve it under the insecure tenure of a year-to-year leasehold. Still, with airport business connected with the oil industry in the vicinity, he rocked along until a fire destroyed the hangar. With that catastrophe he surrendered his lease and went out of business.

Even before this happened, a local group of forward-looking citizens, operating within the framework of the Chamber of Commerce, had begun the spade work for building up a firm foundation of general public sentiment for public airport ownership. In the forefront of these early efforts and continuing down to the present, has been Mr. J. C. Borah, an automobile dealer, who, with the other business and professional men boosting the idea of an adequate public airport, simply refused to admit that it couldn't be done. When the pri-

vately-operated airport went out of business, they simply redoubled their efforts.

The first big milestone was passed when a fund of approximately \$5,000 was raised through public subscription by a large number of persons and concerns, and from it a 35-acre parcel of land, comprising the nucleus of a new site selected for an airport, was purchased. Pending the time when a referendum could be had on the proposition of the establishment of an airport authority, title to this tract was taken in the name of the City of Flora. The site is conveniently located 1 mile SE of the city limits at the junction of U. S. Highways 45 and 50.

The City engaged engineering assistance and plans were drawn up covering basic development. Under an allocation by the Illinois Department of Aeronautics, this tract was graded into a usable condition.

While this was being accomplished, several of the major oil companies were sounded out on the possibility of locating a combined highway-airport servicing and eating facility. The Pure Oil Company was favorably impressed by the possibilities and agreed to back such a venture provided that an operator were found who possessed the requisite credit standing. In Mr. Dewey Holland, a building contractor and developer of Belleville, Illinois, an individual was found possessing not only the necessary resources, but also good aviation qualifications, including an instructor's rating.

These negotiations have had their fruition in a \$200,000 private-enterprise air conditioned restaurant (seating 125) and motel, with automotive gasoline being dispensed on the highway side and avgas on the airport side, and an annual payroll of approximately \$100,000.

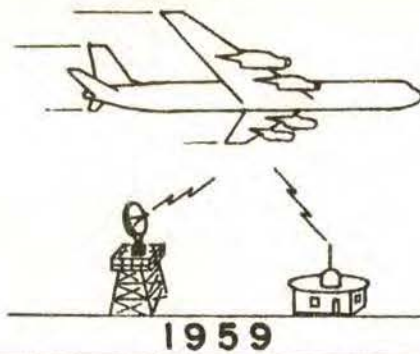
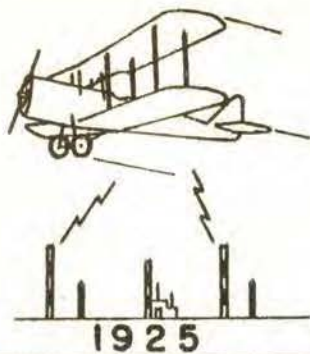
At this stage arose the problem of water supply. The City was in a position to furnish the pipe needed to connect with the city water main but was financially unable to underwrite the cost of

trenching from the city limits, laying the pipe and backfilling. Resorting again to self-help and civic spirit, Pure Oil Company's Production Department lent heavy equipment and their equipment operators and other men donated their skills and time outside of working hours. Under a broiling sun, and with an army of the ladies of the town dispensing endless quantities of cold lemonade, food and cake, the water pipe was laid in short order.

Upon the deep-rooted sense of local pride and support pervading the citizenry stemming from such widespread personal participation, a referendum on the proposition of establishing an independent airport authority, with its own taxing and bonding powers, was carried in 1957 by a 5-to-1 majority. With the establishment and organization of the "Airport Authority of Flora, Illinois", the City formally transferred to it all its title, assets, obligations and responsibilities with respect to the airport. Very fittingly, Mr. Borah was named to its Board of Commissioners, and in recognition of his indomitable spirit, the Board elected him as its first Chairman.

With financial and public ownership stability thus achieved, it became possible and practicable to go forward with the development of a truly adequate airport facility. In concert with the District Airport Engineer and the Illinois Department of Aeronautics, it was determined that certain additional land and easements were needed in order to accommodate a 2500-foot paved runway and provide approach clearances. Under a FAAP project, these additional interests were acquired and the basic grading, drainage and runway base work were accomplished during the construction season of 1958; the surface course work will be completed this spring.





AIR TRAFFIC CONTROL

"FAA's MOST
CHALLENGING
MISSION"

OPERATIONS BRANCH - KC-520

The Operations Branch is responsible for the operation of 6 ARTC Centers, 16 Airport Traffic Control Towers, 20 Combined Station/Towers, 1 RAPCON, 2 RAPCON/Towers, 73 Air Traffic Communications Stations, and 1 Central Altitude Reservation Facility. In addition, 8 Resident Inspectors located at various Military Bases are assigned to the Branch.

To administer these facilities, the Branch Office is made up of the following personnel: Chief, Art Lybarger; Deputy, Fred Lorch; Facility Operation Section Chief, Bob Davison; with John Dixon and Ed Waffle, Terminal Supervisors; Bill Stewart and Bud Morris as Center Supervisors; Joe Pikell, Larry Rich, and Clair Colburn as long lines experts and Communications Supervisors; Operations Management Section Chief, Les Putnam, with Jim Seward as Management Specialist, and two Administrative Assistants, Bill McKim and Mary Detmer; Training Specialists Ron Current and Bill Bruce for Centers, and Norm Realph in the Terminal and ATCS end. All of the above would be lost without "our gals" Florence Brown, Helen Mowbray, Peggy Mowrey, Muriel Johnston, Doris McCubbin, Frances Richardson, and Eileen Gray. The 8 Resident Inspectors (ATC) are assigned to the following locations: Richard A. Fitzek, Bunker Hill AFB; Ralph L. Frick, Lincoln AFB; James W. Murphy, Kinross AFB; Albert P. Schacht, Ellsworth AFB; Waldo D. Brees, Schilling AFB; Joseph T. Bosslet, Scott AFB; Raymond A. Brock, Selfridge AFB; and Dale J. Jackson, Whiteman AFB.

In the realm of "people", there are a little over 4,700 FAA employees in

the Third Region, of which 3,034, as of April 15, are in the Air Traffic Control Division. In other words, more than half of the employees within the Region are in field facilities under direct supervision of the Operations Branch.

NEW SERVICES

We are now providing VFR Radar Flight Following and Traffic Advisory Service to civil turbojet air carrier aircraft. This service is established at five Air Defense Command GCI sites within the Third Region and provides the pilot of these high-speed jet aircraft with traffic advisory, flight following and vectoring service. The FAA is providing radar controller personnel at these sites until such time as the Centers can take over these duties employing their long range radar; however this requires the installation of secondary radar ("beacon") equipment in the centers.

The next issue will contain "thumb nail" sketches of Operations Branch personnel and Branch functions.

PERSONNEL SQUIB - KC-530

You can't keep a good man down. Ed Basel has accepted a position in the Washington Regulations and Procedures Division. He is slated to report on or about May 17, 1959.

Ed's smiling face and dry sense of humor will be sorely missed by personnel of the Third Region Air Traffic Control Division and all of the people with whom he has been associated.

We all wish him "God Speed" and good luck in his new position.

LATE NEWS BULLETIN

We just received a message from Washington (Director, Bureau of Air Traffic Management) which advises that effective May 17, 1959, all Air Defense Liaison Officer (ADLO) positions, plus the secretarial positions assigned to their respective offices, will be transferred to and picked up on the Washington Office payrolls. This will involve the following Third Region ADLO positions: 20th AIRDIV, GVW; 30th AIRDIV, YIP; 31st AIRDIV, MSP; 37th AIRDIV, MSN. The ADLO positions will apparently operate under the Chief, Air Defense Liaison Branch at Headquarters, NORAD Ent AFB, Colorado Springs, who in turn reports to the Chief, Military Command Liaison Division (AT-10) in the Washington Office. The Washington message states that this action is a payroll change only; therefore, until further details are forthcoming, continue handling correspondence to the RO, etc. in the normal manner.

FIELD ITEM

On April 7, 1959, the pilot of a Navy P2V Neptune radioed to the Alexandria, Minnesota, ATCS, that he had a gas leak, the fuselage was filling with gas fumes, and that he would make an emergency landing at Alexandria. He was given all necessary information for landing and, at his request, the local fire department was alerted to stand by in case of fire. The eight-man crew, assisted by local firemen, made a quick check of the plane as soon as the propellers stopped whirling. Crewmen said the gasoline leaked from a broken connection near the heater. As soon as the leak was discovered in flight, a valve was turned off to stop the fuel leak, but fumes penetrated the interior of the plane and threatened a disastrous explosion. After landing the crew opened windows and let the plane air out, the gasoline was repaired, and the aircraft departed in 2-1/2 hours after landing at

Alexandria for its home base at Minneapolis. The pilot expressed his deep appreciation for the assistance rendered by personnel of the Alexandria ATCS. AOS E. F. Glietz was at the microphone under direction of the Station Chief, Mr. R. J. Huhn.

PROGRAM CONTROL STAFF-KC-502

We are well pleased with the method used by field facilities in response to the survey requiring the submission of sample flight plans. Occasionally, a few samples must be discarded because of improper coding or insufficient data. It is very important that all data be accurately recorded, and that each sample flight plan carries all of the data requested. We are now in the process of evaluating and analyzing this data for the period September 1, 1958, through February 1959. Upon completion of our study, copies of the report will be made available to all facilities, and we solicit your continued cooperation.

Recently a change was made in the method for counting aircraft contacted by an ATCS. This change allows credit being given to an ATCS when flight advisory service is given to an aircraft landing at and/or departing from its facility, if such location is not served by a tower. It is suggested, to avoid miscounting such activity, that the data be accurately recorded on the 406a, and that some signifying symbol be used. By doing this, you can be assured that any later check made of your activity records will substantiate the count made by your facility.

A booklet comparing the various categories of traffic activity at Air Route Traffic Control Centers and Air Traffic Communications Stations for CY-1957 and 1958 is in the hands of the printer. Upon publication, all facilities will receive a copy.

Any comments you have to offer on the compilation and presentation of the various material which covers operational statistics, etc., furnished to your offices will be appreciated.

BOND DRIVE

We have been advised by our Washington office that the month of May has been designated by the Administrator for the conduct of a Savings Bond Campaign, whereby each employee of our Agency will be given an opportunity to join this important thrift program for the sale of savings bonds.

You will be contacted soon by your supervisor and we urge all of you to give this serious consideration.

The United States Savings Bond Committee has this year chosen for its theme "Share-In-America", and purchasing a savings bond is an excellent way in which to help our country as well as providing a savings program for ourselves. Bond savings mean better living, better education for the children, better income for retirement years, better financial protection in the meanwhile, with no risk of loss, a guaranteed return.

An investment of \$7.50 every two weeks will amount to \$606 saved in three years, to \$1044 saved in five years. Similarly, for you wheels, \$37.50 invested every two weeks will amount to \$3033 in three years and \$5229 in five years.

Saving for bonds is made easy through regular payroll deductions and with that amount taken out in advance you won't miss it. This is an excellent way to save and you will be surprised how fast those deductions accumulate.

OPERATION SCRAMBLE

The sound of the "take shelter" sirens in Kansas City on April 17 triggered the plan for the protection of employees and visitors in the Regional Office Building. Mr. E. C. Marsh, acting as the Zone Commander, directed the exercise via the public address system. The several "directors" and wardens

necessary to control and expedite the orderly flow of a large number of people sprang into action and functioned like a well-oiled machine. Second floor employees evacuated to the first floor via the three stairways, along previously designated routes. Personnel in first-floor offices with windows went to shelter areas in the center area of the building. Within three minutes all personnel were sheltered as much as the building offers.

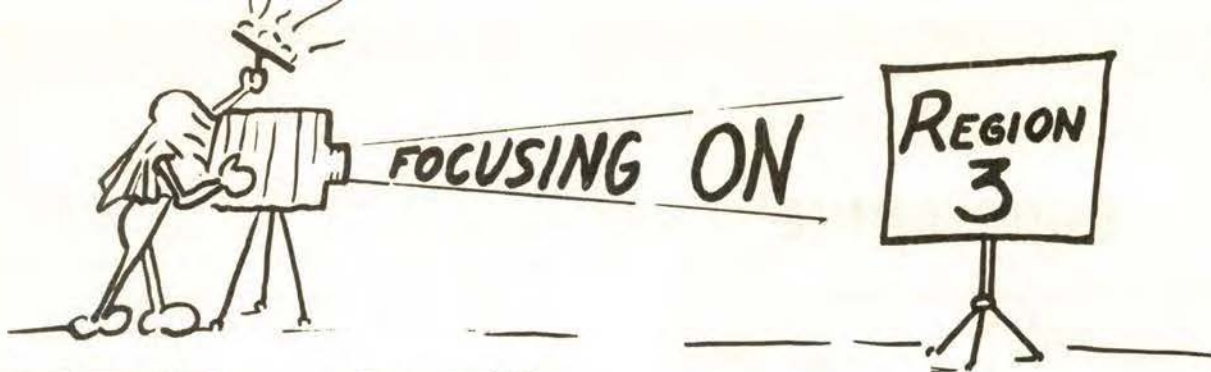
Immediately after the exercise a critique was held to appraise the test and find out where improvements could be made. These will be incorporated in the final plan. Also part of the plan is a procedure for evacuating the building in case of fire. A test of this procedure will be held in the near future.

WHO'D A-THUNK IT TEN YEARS AGO?

Flight crews now flying Boeing 707 equipment on the Los Angeles-Chicago run, both on American Airlines and TWA, are making the turn-around on the same day. For example, AA's new jet schedule leaves Los Angeles at 8:30 a.m. and arrives in Chicago at 2:10 p.m. The same crew flies the airplane back to the coast, leaving Chicago at 4:45 p.m. and arriving in Los Angeles at 6:45 p.m. Scheduled flight time adds up to 7 hours, 40 minutes and enables the crews to avoid the overnight layover previously required in flying DC-7 equipment. Same situation exists for the TWA crews.

SPRING FLING

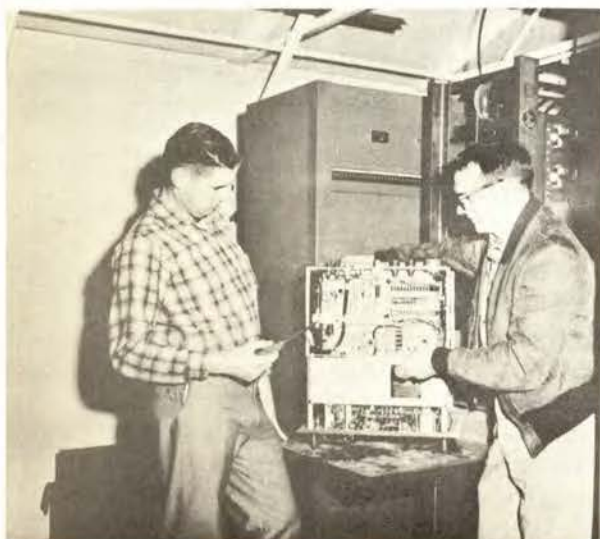
Big doings are planned by the Regional Office Civairettes Club come May 15th when they sponsor an FAA dance at the Town Hall in Kansas City with a real live orchestra, door prizes, and the whole affair costs only \$1.50 per person.



Left - Chicago ARTCC - Left to right, Emmett O'Hara, Radar Controller; Earl Wagener, Watch Supervisor; Alfred Dreher and Warren Murray, Radar Controllers working Radar Control.

Below - George Ireland (center) Chief of General Safety Division, visits with Henry Hubbell Jr. (left) and Walt Cederlund (right) Operations Inspectors in St. Louis prior to departure back to the R. O.

Below - Jess Sechrest and Arnold Christensen, Electronic Installation Technicians working on UHF transmitter at Columbia, Mo. Peripheral Sight.





Left - Buell E. Blake (center) Chief of St. Joseph, Mo. CS/T, receiving suggestion award concerning forms, from Leonard W. Jurden, Regional Administrator, as George Kriske, Chief of Air Traffic Control observes.

Traffic Controllers at Wichita RAPCON shown hard at their job. This is one of three RAPCONs in the 3rd Region.



Left-Oswald Ryan (center) former CAB Chairman and now Legal Counsel of Air Route Traffic Controllers Assn., with group from Kansas City Chapter. Left to right are Ronald Current, KC-520, Program Chairman; John Dixon, KC-520, Secretary-Treasurer; Oswald Ryan; Herbert Lynch, MKC-ARTCC and President; and Gordon Jolitz, MKC-ARTCC, Vice Chairman.

Mr. Edwin F. Newport, a General Construction Mechanic for the Plant Establishment Section of ANF Division, is shown on the right receiving a second cash award of \$25 for a suggestion which was originally adopted by Region 3 and has now been adopted by another Region of FAA. Mr. Newport's award comes as a result of a suggestion for protection of property at all the peripheral sites. Mr. John S. O'Dea, Construction Superintendent, is shown making the presentation of the award in the new Administration Building at Lansing, Michigan, where both Mr. Newport and Mr. O'Dea have been making installations of FAA equipment



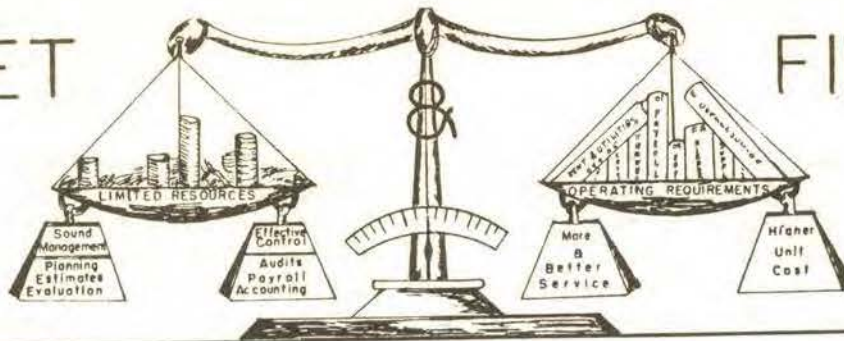
Right - FAA personnel attended 2-day conference in Kansas City on Exhaust Manifold and Heat Exchangers.

Left to right - F. M. Bondor, KC-245, Chairman of Technical Discussions; Henry L. Weiss, NY-245, Region 1; J. Melvin Miller, FS-140, Washington; Raymond M. Bolsenga, FW-245, Region 2; J. A. Carran, Chief of Aircraft Engineering Division; Henry R. Kulewicz, LA-245, Region 4; and Edward C. Marsh, Deputy Regional Administrator, Region 3.



Left - Suggestion Awards being presented by Edward C. Marsh, Deputy Regional Administrator. Left to right: Fern Jameson, Elizabeth Walker, Kermit Karns and Gary A. Kolko.

BUDGET



FINANCE

MEET "OLD MONEY BAGS"



Maybe you know him as Chief, Budget and Finance Division, or Chester W. Wells, or maybe just "Chet". Since many of you think of the Budget and Finance Division as the source from which all good things (money) flow, we thought maybe you would like to know more about our head man. This saga of success all started in Manaska, Kansas, back in 1917 where he grew up as a farm boy and graduated from high school at Narka, Kansas in 1934. He attended Omaha University where he received a B.S. degree in Business Administration in 1939. During college days he participated in football and basketball.

It didn't take Chet long to set his course. Immediately upon graduation from Omaha University, he joined the CAA as a Communications Operator. After his first year at Knoxville, Missouri, he transferred to the Regional Office in Kansas City, where he worked a short time with Facilities and then spent almost two years in audit work in the Accounting Branch. The next stop was in the purchasing unit for about twenty months. In July, 1942 he became Ground School Supervisor in the Civilian Pilot Training Program at Cheyenne, Wyoming. In February, 1943 he was

promoted to District Superintendent of the same program. Then in July, 1943 he returned to the Regional Office as Regional Coordinator of Recruitment and Material in the War Training Service, (better known as Civilian Pilot Training Program). He held this position until January, 1944, at which time he became a Lieutenant in the Navy and served aboard the U. S. S. Auburn in the Pacific as a Radar Fighter Direction Officer. Upon his return from the Navy in February, 1946, he was appointed as Region 5 Chief, Property Management Branch. In the 1955 consolidation of the Property Management and Procurement Branches, he became Deputy Chief of the Supply Management Branch. In November, 1956 the Budget Management, Accounting and Project Audit Branches were consolidated into the present Budget and Finance Division. Because of his experience in various areas of CAA operations he was selected to head the Budget and Finance Division, and has served in this capacity for the past two years.

Although it is not in the official records, he also served as one of the reigning beauties in the CAA (male) chorus line and there are pictures around to prove this - and it is common knowledge at least among the fair sex, that he can still "cut a mean rug"!

After his experience in the CAA as a Communications Operator, he extended his "area of operations" and successfully completed his mission of winning the dark-haired beauty (Mildred) from Richmond, Missouri, whom he had courted for 1-1/2 years, and they marched down the aisle on March 24, 1940. Chet is an official of the Ridgeview Country Club, where he, Mildred and their daughters Barbara Ann, age

12 and Jane Ellen, age 3, take frequent dips in the swimming pool. Barbara has apparently taken after her father in the art of terpsichore (dancing to be specific). It is too soon yet to tell whether or not little Jane will be proficient along this line. However, her little antics are a "conversation piece" in themselves.

The fish in Minnesota are wary, usually every summer, when the Wells approach on their annual vacation with experienced rod and reel handy.

In between fishing, Country Club activities, etc., they devote many hours to beautifying their home and lawn. One of his major projects at present is a recreation room.

ALL THIS AND PAYDAY TOO?

It is gratifying to know that extra effort and exceptional performance are recognized. All hands of the Division join in saying "well deserved and congratulations" to Bill Quinn, Mary Jane McGuire and Genevieve Ehrhardt who received outstanding performance ratings for the rating year just ended.

FIELDING OUR WAY AROUND

During the past month several Budget and Finance employees have visited Washington, other Regions and field locations to obtain information and learn first hand more of the nature and cause of problems of our field personnel.

Margaret Sparks, Chief, Administrative Audit Section and Mildred Davis, Chief, Payroll Section, recently visited Region 2 headquarters and the Aeronautical Center doing some spade work on methods and procedures in their respective areas of responsibility. They engaged in a free exchange of ideas with Region 2 people and compared policies and practices of the two regions. Both Regions always benefit in this kind of review which enables each to give the best service possible.

Frank Stock, Supervisory Accountant spent one day at field installations in the St. Louis area on a familiarization trip. Budget Analysts, Clayton Powell and Richard Sporer also made a familiarization trip to several field locations including Butler, Joplin, Springfield, Vichy, St. Louis and Columbia. The information and experience gained from personal observations in the field helps them to deal with field problems and translate operating requirements into budgetary programs.



Erni Gero, Chief, Estimates Branch, spent three days in Washington getting the inside track on Washington's thinking on the many regional programs. We still don't know how all programs will shape up for fiscal year 1960, but at least Ernie knows these problems are being worked out as rapidly as possible.

WHO COINED THE PHRASE "SMALL CHANGE"?

To most of us the idea of saving money remains in the preliminary planning stage, but Max Keith has been collecting coins for almost 25 years. He is one of 12 charter members of the Heart of America Numismatic Association which was organized in Kansas City back in 1932. The Association's membership now exceeds 400. Max is a past president. Although his collection of early type half dollars is exceptional from the numismatist's point of view, his interest in all United States coins is shared by everybody, for one reason or another. Max is always ready to appraise your coins.

Max is also an accomplished bowler and has several trophies. We suspect that, as a member of winning teams, he picks up considerable "pin money" and is looking forward to making a mint.



"DODGEM" New Duty for General Aviation

On March 5, 1959, Inspectors Don Wood and Roy Williams observed a tethered flight test of an experimental helicopter at Crystal Falls, Michigan. The builder has been working on this helicopter for about 15 years as a hobby. He has built, rebuilt, rehashed and redesigned it many times in that period. All parts except the engine are home fabricated, including the blades. At first impression this copter is fairly conventional; however, there are many unconventional items on it. It is belt-driven from the 115 Lycoming engine and a truck rear end is used to change direction of power from the horizontal to the vertical. No stress analysis has been made on any parts and the tubing is electrical conduit.

The purpose of witnessing this tethered test was to determine if an experimental certificate could be issued. The copter answered this question as the entire pulley, belt, fan and drive assembly let go and practically disintegrated when the copter was about 4 inches off the ground. The FAA part of this demonstration and subsequent disintegration was witnessed from behind a large birch tree, the only safe place as the parts started coming by. This failure, of course, ended the test, but the builder will continue to fly his copter tethered until some real engineering can be done on it.

On the way home from this demonstration Inspector Woods was caught in a blizzard and had to snowshoe about 2 miles to safety. It snowed 24 inches and the wind was 35 - 50 miles per hour.

John Smith, our Southern Inspector, has contributed the following glossary at a very opportune time as we have many new faces from south of the Mason-Dixon Line. This may help you to understand them.

ABODE: Wooden plank.
A BOOT: Approximately.
BALKS: A container, such as a match balks.
BALL: To heat a liquid until it bubbles.
BARTER: Something to spread on bread.
CALLER: Part of shirt that goes around the neck.
CAUGHT: A small bed.
DES MOINES: They belong to me.
GAY-YET: Opening in a fence.
HAIL: The abode of damnyankees and other evil spirits.
HAIR: At this place.
HARMONY: Cooked grits.
JELL: Where criminals are confined.
MARE: Hizzoner, a city's chief executive.
PAIN: Awriting instrument.
TARRED: Weary.
CONE: A yellow grain, grown on ears, which is dried, ground and used in makin' cone braid.
MOANIN': The part of the day before afternoon.
RAAT: Opposite of laift, i. e., "I've a laift and raat foot."

Can you identify our mystery pilot?



Philip H. Janes, our Supervising Inspector at Minneapolis, has been in the aviation business for many years. In fact, he first learned to fly back in 1928, earning his fees by washing airplanes. He operated various small airports in New York and Vermont. While operating these airports he barnstormed, did stunt flying and specialized in wing walking. In Fort Lauderdale, Florida in 1940, his stunt flying was said to have "stolen the show from veteran acrobatic pilots with national reputations".

Phil joined the CAA in 1941, has been stationed in Cleveland, Chicago, Toledo and now in Minneapolis.

He entered the Navy in August 1942. He trained in Pensacola, Florida, then was stationed at the NAS, Sand Point, Seattle, Washington. He was a ferry pilot for Air Ferry Squadron 3 at San Pedro and eventually became their Operations Officer. He has been on reserve status since the war and was skipper of VR-811 in 1955 when it won the Noel-Davis Trophy. He soloed a jet in 1956 and on his 50th birthday was notified of his selection for Captain in the U. S. Navy.

Phil is married to a girl from his home town and the father of two sons. He is a member of the QB's and on the board of governors for the newly formed OX-5 Club.

The General Safety Division suffered a double loss when Joyce Whitsitt, the glamour girl of the division, decided to get married. This wasn't too bad, but since her husband is in Detroit she transferred to the ACSDO at that location.

• •

Another one of our contributions to Air Carrier occurred when Dave Detamore's daughter joined TWA as a hostess. Reports have it that she not only serves a real good meal, but adds considerable glamour to the airline.

• •

Eagle-eye Davis, our accident man,

Checks all the files as fast as he can.

They'd best be right, and nothing lack,

Or Eagle-eye Davis-he'll send them back

In case you haven't guessed our Mystery Pilot is Phil Janes standing beside a Kinner Bird.



GSA INTERAGENCY MOTOR POOL

The General Services Administration will establish an Interagency Motor Pool at 1709 Jackson Street, Omaha, Nebraska, effective May 4, 1959. This pool is to serve the Omaha, Nebraska-Council Bluffs, Iowa area. GSA vehicles will be available to FAA employees having need for transportation on a dispatch or trip basis when in the Omaha area.

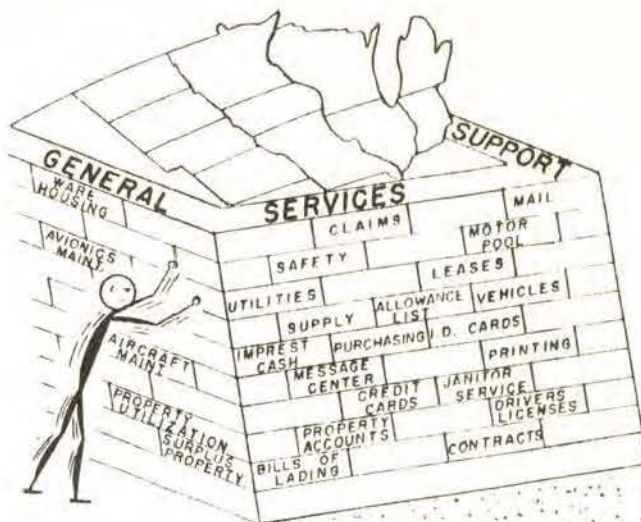
Upon establishment of the Omaha GSA Motor Pool, all FAA passenger cars and sedan delivery trucks located in the states of Iowa and Nebraska will be transferred to GSA and reassigned for continued operation on a state-wide assigned rental basis from the Omaha pool.

Similar vehicles in Missouri and Kansas have been operated very satisfactorily on a state-wide rental basis for some time. We are now awaiting GSA determination and approval, which is expected by July 1, 1959, for similar operation of FAA passenger cars and light trucks in all other states in the Region.

DO IRON BARS A PRISON MAKE?

That our FAA building is on the regular schedule of a group of prowlers in the area cannot be denied. On the week ends of March 20-21 and April 3-4, 1959, our building was entered in an almost identical manner, ransacking procedures were duplicated and similar items of government equipment, along with Snack Bar "change" and cigarettes, were taken.

Installation of window bars on three sides of building ground floor seemed to be the best expedient for the protection of life and limb of those who find



it necessary to work overtime, and to safeguard "Uncle Sam's" worldly possessions.

These bars, though not intended to be decorative, actually enhance the appearance of the building and are gratefully and gracefully accepted. However, as we go to press, we cannot be sure of the psychological reaction and honestly confess that we are wholly unprepared to deal with an epidemic of alcustrophobia, should one develop.

Seriously, there is a continuing need for everyone to exercise extreme care to assure that the front door is securely locked when entering or leaving the building after it has been secured at the end of regular work hours.

INCREASE IN VEHICLE ACCIDENT RATE

The Annual Summary of FAA Accidents compiled by W. C. Thompson, FAA Occupational Safety Officer, Washington, calls our attention to the fact that the vehicle accident rate for 1958 in Region Three increased 30% over the combined rate for 1956-57. While 54% of all these accidents were clearly the responsibility of the other driver, and some 27% occurred while the Government vehicles were parked or unoccupied, we shouldn't be lulled into complacency. DRIVE DEFENSIVELY DAILY -it's your best life insurance.

R. O. COMMUNICATIONS AND INFORMATION

The Regional Office Communications and Information Section operates under the capable supervision of Nolah Weseley. Two telephone operators, Lydia McCollum and Corrinne Lair, and two teletype operators, Erma Sittler and Beverly Fisher, are continuously on the alert to provide adequate and efficient telephone, teletype, and information services for Regional Headquarters.

To process the hundreds of daily telephone and teletype messages, to answer the many in-person inquiries propounded, the staff of this vital nerve center not only must be well trained and experienced in their basic skills, but they must be courteous, calm, cool, collected, and possess the "patience of Job" in order to function without sometimes going completely berserk. Even such questions as:

1. What's the name of the tune being played on the P. A.?

2. With which Mr. Smith do I want to talk to find out the distance between Ottumwa, Iowa, and KCMO on a straight line?

3. To whom should I talk to report a low plane over the City with no motor?

have failed to upset their poise.

Few field or Regional Office personnel know these girls personally, but they recognize their pleasant voices and jangling "Q" signals.

Telephone communication plays such a large and important part in the modern methods of business that any breakdown in the efficiency of a communications center of a big organization such as FAA would seriously hamper the business at hand. So we all appreciate the excellent service we get from Room 130.

Left to right - Nolah Weseley, Supervisor; Beverly Fisher and Erma Sittler.



Below - Lydia McCollum (left) and Corrinne Lair (right).





Selections will be deferred until both copies are available in the Personnel Office.

TRAINING REPORT

The following classes were conducted by the Proficiency Development Branch for FAA personnel during March and April.

Writing Improvement Course

2 classes

20 participants

Reading Improvement Course

1 class

4 completed the course.

Secretarial Development Course

1 class

14 participants

Telephone Courtesy Course

1 class

17 participants

IBM Proficiency Program

1 class

15 participants

Beginning Orientation

1 class

21 participants

General Orientation

1 class

8 participants

INCENTIVE AWARDS FOR SUPERVISORS

Three supervisors in Region 3 will receive cash awards of \$50, \$35 and \$25 at the close of this fiscal year. These awards will be given to the supervisors who contribute the most by encouraging the employees supervised by them to submit good suggestions.

Every supervisor is a key man in the Incentive Awards Program. Those of us who are supervisors must encourage our employees to submit their constructive ideas as suggestions. We are obligated to aid and advise them in the development and perfection of their proposals.

Frequently, employees make suggestions orally which are adopted. They do this because of their interest in their work, not with the thought of an award. If the improvement is one which would not normally be expected of the employee as part of his regular assigned

duties, the supervisor should help him formalize it on a suggestion form. The suggestion can then be evaluated and considered for a cash award.

Supervisor recognition for the cash awards will be based on such factors as:

1. Number of employees supervised.
2. Thoroughness of evaluation by immediate supervisor.
3. Speed of evaluation.
4. Number of suggestions submitted by employees supervised.
5. Number of suggestions approved for cash awards from each supervisor's area.

INCENTIVE AWARDS

The following employees have received cash awards for suggestions:

Air Traffic Control Division

Suggester: Nylas V. Clements - Subject: Folding Door or Partition between Dual Consoles in Radio Room. \$25 cash award.

Suggester: Rex M. Stewart - Subject: Procedures for the Control of Air Traffic. \$25 cash award.

Suggester: Buell E. Blake - Subject: Combining and Eliminating Forms. \$10.00 cash award.

Air Navigation Facilities Division

Suggester: Arthur R. Eno - Subject: Elimination of Physical Examination for Flight Personnel. \$25 cash award.

General Safety Division

Suggester: Gladys D. Taylor - Subject: Revision of Form 578A. \$25 cash award.

Suggester: E. G. Wathan - Subject: Use of Caution Posters at Airports. \$25 cash award.

Suggester: James E. Christopher - Subject: Handling of Transportation Requests. \$25 cash award.

The following Sustained Superior Performance Awards have been made:

Air Traffic Control Division

Maynard F. Skinner, \$240.00

Stevia O. Slaughter, \$240.00

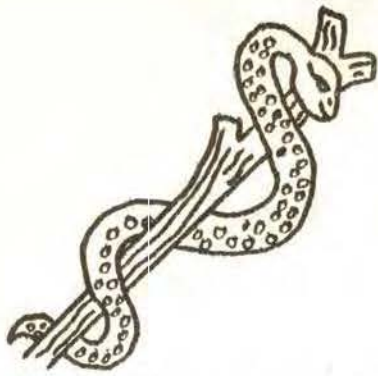
Bonnie W. Ellington, \$100.00

General Services Division

Group Award of \$100.00 -

William Vaughn, Charles Taylor

Ray H. Duke, James E. Gibson



MEDICAL MEMOS

REGIONAL MEDICAL OFFICE

HEALTH PLAN AGAIN IN NEWS

The following is reported from "Washington News" of MODERN MEDICINE, April 1, 1959 - PUSH FOR U. S. EMPLOYEE HEALTH PLAN STARTS IN SENATE. Legislation to provide health insurance for federal civilian employees seems to be getting under way at last. Ch. Olin D. Johnston (D., S. C.) of the Senate and Post Office and Civil Service Committee has grown weary of year-after-year stalling in the House and has scheduled hearings to begin this month.

The hearings will be long and intensive but Sen. Johnston thinks that a bill will be produced.

This time, the senator believes that the committee staff has paved the way for success. Staff members have consulted Blue Cross and Blue Shield, the commercial companies, federal employee unions, the medical and hospital professions, and any other group that might be affected by a federal employee health insurance program.

BILL WON'T WAIT ON AGREEMENT

When the hearings start, the staff expects to have the groundwork laid for an area of agreement among these interests. In the past, legislation has been held up by a series of disagreements. The House Post Office and Civil Service Committee took the attitude that the writing of a bill should wait until everyone was in complete accord. The Senate committee is taking a more aggressive approach: Having brought about the best meeting of minds possible, the committee now hopes to write legislation with which all can live, if not be happy.

One point of discussion is the benefit level at which major medical insurance can take over without too much disruption to basic coverage already offered by non-profit and union plans. Commercial companies are not too concerned with this problem because they can easily change the dollar benefits in their indemnity contracts to tie in at whatever level the major medical contracts will take over.

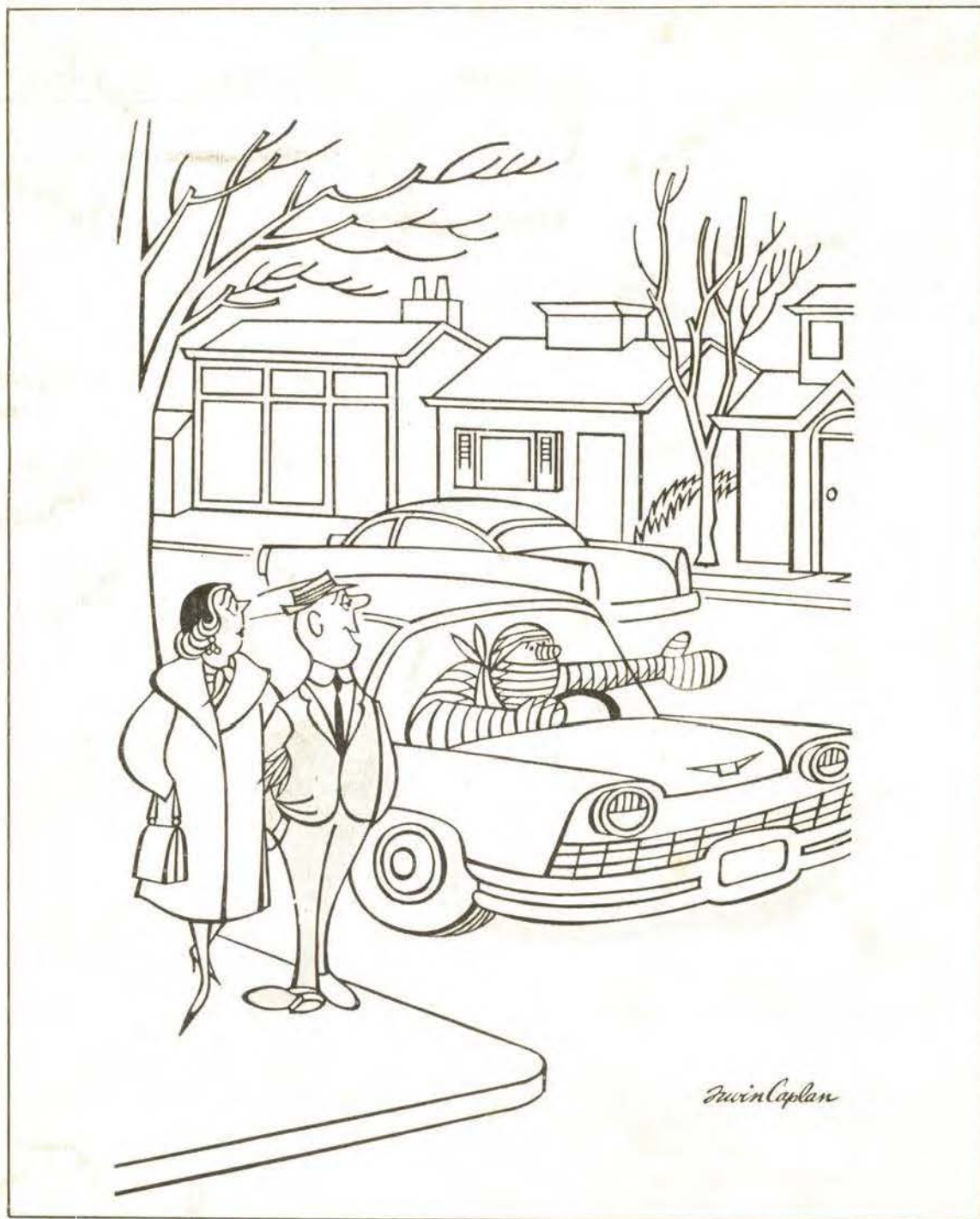
Adjustments won't be so easy for Blue Cross and Blue Shield and the union plans. Over the years these plans have steadily increased protection at the top. They are proud of the cases where subscribers have received thousands of dollars - on a basic contract alone.

A federal employees' catastrophic contract that went into operation after bills had reached, say, \$300 would require reshuffling of the nonprofit groups' benefits as well as fees. They would have to charge less because they would be relieved of obligation on all cases where the costs ran much above normal.

Because the major medical part would be handled entirely by the commercial companies on an indemnity basis, Blue Cross and Blue Shield and the labor unions are afraid that they might "lose more ground than they gain" if the starting point for major medical coverage is too low. Yet the committee is convinced that this problem, too, can be worked out.



DRIVE DEFENSIVELY DAILY



HE DIDN'T!