

A black and white photograph of a propeller engine on an aircraft, with two men standing next to it in a hangar. The engine is large and radial, with a prominent propeller. The men are wearing uniforms, and the background shows the interior of a hangar with structural beams and other aircraft parts.

FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3

NOVEMBER 1959

FLIGHT LINES

FEDERAL AVIATION AGENCY - REGION 3



Vol 1 No 8 November 1959

Published Monthly for FAA Employees and their Families

Produced by the Office of
Public Affairs (KC-4)
Federal Aviation Agency
4825 Troost Avenue
Kansas City 10, Missouri

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ON THE COVER

KEEPING OUR FLEET FLYING

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FROM OUR REGIONAL ADMINISTRATOR

Returning from a recent trip to the West Coast, I had the pleasant experience of riding in the cockpit of a TWA Boeing 707. Realizing that we are now in the civil-jet age and recognizing the fact that many of you have not yet had the opportunity of experiencing this latest mode of travel, I would like to share some of my jet experiences and observations with you.

We are all aware of the increased speed afforded by jet travel and the shortening of distances in terms of time but to ride in the cockpit of an actual flight is to appreciate fully the impact of jet travel.

The flight plan was carefully prepared by the flight crew prior to take-off, utilizing reported en route weather as well as that forecast, and also the winds aloft report. This plan estimated 2 hours 50 minutes flying time to Kansas City at an altitude of 29,000 feet with clear weather for the most part. Over the Rockies there were some scattered thunderstorms reported as well as patches of scattered to broken clouds.

Our take-off was to the west over the Pacific from the Los Angeles International Airport to an altitude of several thousand feet before turning back to the east. I was very much impressed with the team work between the flight crew and the precision with which the Captain followed his flight plan and ATC instruction. The absence of noise in the cockpit was very gratifying for we were able to talk in an ordinary tone of voice.

I have been over the Grand Canyon a number of times at varying altitudes and it's always an impressive sight. But I wish all of you could have seen it as I saw it on this trip from 29,000 feet. The sun cast a rosy hue over the entire area and almost all of the Canyon, from its beginning to Lake Mead, could be seen at one time. It was a beautiful sight. Then the Rockies, with snow on the higher peaks, were spread out below us.

Almost before I realized it, we were descending and we could see the lights of Kansas City in the distance. Then to a very smooth landing and home again.

Flying time 2 hours 48 minutes!

A GLIMPSE INTO OUR AIRCRAFT SERVICE BRANCH

By B. G. Braithwaite
Chief, General Services Division

The Aircraft Service Branch is officially a part of the Regional Office organization, but most FAA'ers have had little contact with it and because of its airport location very few know the size of the operation and the vital work accomplished.

The open house held at the Aircraft Service Branch on October 3, 1959, gave an estimated five hundred persons - FAA employees their families and friends - an opportunity to visit the hangar, inspect FAA aircraft, and to find out for themselves just what went on in this remote location.

The Aircraft Service Branch was established in 1946. Its primary function then, as now, was to maintain agency aircraft in air-worthy condition and to maintain installed avionic equipment. The principal customers of Aircraft Service are the people of the Flight Inspection Branch who use the aircraft and installed avionic equipment to flight check air navigation facilities and to assure proper operation of those facilities within prescribed tolerances.

In 1946 the aircraft fleet consisted of one war surplus DC-3 and two C-18S Beechcraft. The maintenance staff then was four A&E mechanics and one Avionic Technician. At that time, aircraft and avionic installations were not uniform throughout the country. The first VOR receivers (ARC-15) were installed by Aircraft Service Branch personnel in our aircraft in 1947. These were replaced in 1948 by 51R-1 receivers.

By 1950 the rapidly changing electronic field dictated the need to make standard uniform installations in FAA aircraft. Aircraft were rotated through the Aeronautical Center, Oklahoma City, Oklahoma, for standardization and refitting. The first standardized Beechcraft was received in

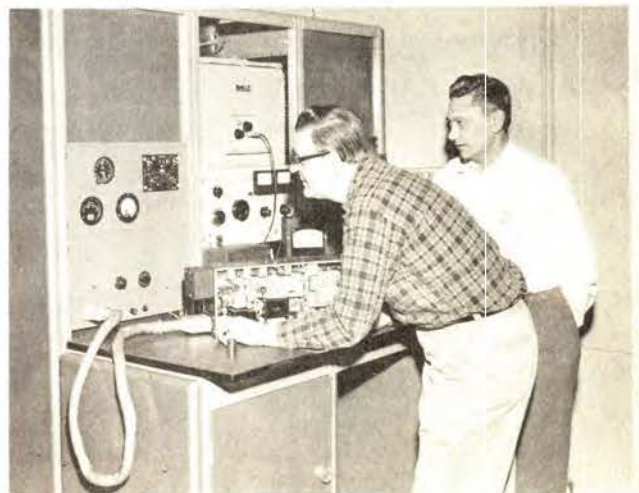
1951; and the first standardized DC-3 was received in 1952.

The present Flight Inspection airplane is equipped with the most modern equipment available and must meet rigid specifications before being utilized for flight checking the Federal Airways System.

An example of the growth is the increase in the number of communication channels available. This has increased from eight VHF and three LF to 360 VHF and 1,750 UHF at the present time. The present DC-3 aircraft has dual TACAN and ILS/VOR navigation equipment, electronic automatic pilot, and weather radar. The aircraft is equipped with a console and recording equipment that enables the Flight Technician to accurately analyze the performance of the Federal Airways System.

The expansion of the airways and the addition of newer types of equipment to the airways system has resulted in an increased number of aircraft and persons required for

L to R: Eugene Possenriede, avionics technician and George DePuew, avionics shift supervisor adjusting Automatic Direction Finding (ADF) equipment on the laboratory test bench.



maintenance. Today, ten A&E mechanics, one inspector, and one foreman perform the aircraft and engine work on six DC-3 aircraft and four Beechcraft; and fourteen Avionic Technicians maintain the installed avionic equipment in hangar and shop facilities located on Fairfax Airport, containing 45,000 square feet of hangar space and 2,000 square feet of shop space.

Aircraft are scheduled through the hangar approximately every thirty days for progressive preventive maintenance. Preflight and "squawk" maintenance is available Monday through Friday from 7:00 a.m. until midnight at Fairfax, and a District Maintenance Shop has just been established at Fleming Field, South St. Paul, Minnesota. After approximately 1,000 hours, the aircraft are returned to the Aeronautical Center for major overhaul.

Personnel at the Aircraft Service Branch are highly trained. A minimum of eighteen months training on the job, at the Aeronautical Center, and in specially arranged courses, is necessary to attain top proficiency. During this year, 164 weeks of



Clyde Scott, Avionics Technician at work on the laboratory test bench designed for checking Distance Measuring Equipment (DME).

specialized training will be undertaken by these dedicated employees. The latest course, Jet Maintenance, at Lubbock, Texas, anticipates the addition of a T-33 jet aircraft to our fleet.

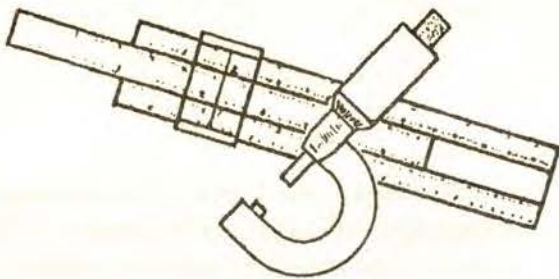
Lawrence A. Bichlmeier (KC-130), better known as "Bick", is Chief of the Aircraft Service Branch. He has been in aviation maintenance since 1924. According to Bick himself, he is in aviation for a living, a pharmacist by profession, and a junk dealer and hobbyist by habit. When he has time to indulge in this last category is anybody's guess since he is called upon at all hours to carry on in his maintenance activity. But he does have the happy faculty of being able to buy a box of junk from a dealer for \$2.00 and building from its contents a small gasoline engine worth \$40.00. He also claims to be particularly fond of vacations and perhaps it is during that time that he indulges his avocation.

In Bick's lifetime he has owned six airplanes, none of which he says he could afford. He has been a licensed pilot since 1926. Way back there, the second time he flew an airplane he took his wife with him, and during that flight one of the engines cut out. He was headed directly for a telephone line after

Continued on page 20.

Big Summit meeting. Seen discussing a highly technical equipment problem are (L to R), Edward B. Deboard, chief of avionics section; Alvin F. Michaelis, aircraft inspector, Lawrence A. Bichlmeier, Chief, Aircraft Service Branch; and Bill Knoth, aircraft maintenance and shop foreman.





AIRCRAFT ENGINEERING

Once in a while we hear about folks taking tours abroad, and for most of us average people this beautiful dream will never be fulfilled; however, when we know personally someone who has this dream fulfilled, it is next best to our own going. May we introduce to you Hulda W. Dahl, Secretary for Power Plant Brancy, Aircraft Engineering Division, who took a six-weeks vacation to Norway and Sweden. She has written the following synopsis of her trip for us all to enjoy.

WE WENT TO NORWAY AND SWEDEN

There were countless relatives and friends to visit in both countries. A new Volvo Amazon car was made available to us by a generous brother, and relatives were never more than a days drive apart. Wherever we went there was always someone who could take a few days off to travel with us in the car to our next stop.

Our travels took us to the capital city of Oslo, Norway, with its natural and historic attractions; to the industrial city of Drammen where a cousin showed us through a large plant manufacturing electrical transformers and appliances; through the farming country of Telemark, which resembles Minnesota, where we filled the trunk of the Volvo with apples from our brother's orchard; to the beautiful city of Elverum on the River Gloma which was completely destroyed by German bombs during the war and has been rebuilt.

Our principal destination was the old home town of Roros, where two guest rooms were ready for us, one at our sister's house in town and the other at the old home place five miles out in the country which has been handed down from father to eldest son since the 17th century. Roros is a fascinating com-



F. M. Bondor, KC-245, has been saving all this paper work for Hulda Dahl, KC-245.

ination of the old and the new. The log huts with sod roofs built by the original settlers, who worked the copper mines more than 300 years ago, still stand, sometimes beside new homes. There is a modern tourist hotel, which is filled with tourists from all over the world during the summer season. Shops feature mostly home-made articles of copper, wood and wool. We spent hours shopping for ourselves and our friends. Out in the country we walked miles along old trails through pine-scented woods, climbed mountain sides to pick blueberries and lingon, boated and fished in the clear waters of inland lakes, barbecued meat and cooked coffee over juniper coals in the open. Dinner, supper and coffee-time invitations from relatives and friends poured in and every meal was a feast. One afternoon over the coffee table the conversation turned to the war years and we forgot time as we listened to the thrilling stories of hardship and courage, now tempered with humor. We ate supper with the mayor one evening, who told us his dream of a huge airport on the flat surface near this mountain town where flights over

the North Pole could land to refuel. We saw Twin Beeches circling over the mountains searching for uranium. One evening we visited the museum with its rich memories of the past, and heard a lecture by Johan Falkberget, Norway's foremost poet and fiction writer, who lives near Roros. He is being recommended by the Scandinavian countries this year for the Nobel prize in literature. One of his late novels "The Fourth Night Watch", written around the early history of the town, will be filmed in Roros by a Swedish producer. The local church celebrated its 175th anniversary the last week in September and a special feature we attended was a concert by our cousin, Eva Prytz, soprano with the Stockholm Grand Opera. We bought two of her records.

From Roros we made several trips into neighboring towns and communities, including a three-day trip to Trondheim, the northern seaport where Germany expected attack during the war. Long rows of the German barracks still stand along its beautiful Fjord.

We went to church on Sunday in the 900-year old Trondheim Cathedral. At a nephew's house we dined on red salmon which he caught in the river just off the fjord and we couldn't resist driving 25 miles north to mail cards to our friends from the little station named "Hell".

Our trip into Sweden took us through the reindeer country, uninhabited except for the Laplanders with their flocks of reindeer; down along the beautiful Osterdal River and Siljan Lake, about which Swedish poets have sung for centuries. Here I was able to locate four cousins. They all bemoaned the fact that they hadn't known we were coming and were so unprepared, and then proceeded to serve up a banquet. On our way to Stockholm, accompanied by our Norwegian sister and one of our Swedish cousins, we visited Furuviik natural park and the fabulous Upsala Cathedral, burial place of early Swedish kings.

In Stockholm our tours of the city and points of interest were made principally by bus and subway because of the narrow streets, heavy traffic and left-hand driving. Stockholm has huge shopping centers, many of which invite the American tourist to order anything he wants and pay for it by personal check after it is delivered to him in the United States. I was tempted, but managed to stay within my travelers checks.

Scandinavian hospitality, fine weather, beautiful scenery, and a reliable car contributed to a perfect vacation, but it was also wonderful to come back home to KC-245 and to be greeted by a welcome in three languages!

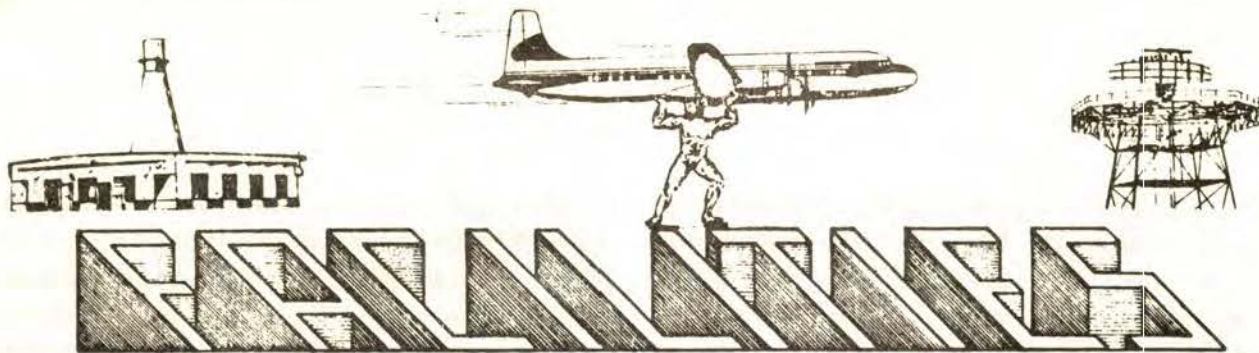
WHAT DO WE DO?

When we run across an idea we wish we had thought of first, unless there is a patent on it, we're not above latching onto it. (This for the information of Air Carrier Safety Division.)

Every now and again someone asks, "What do you do in your Division?" We have a sneaky feeling that they gather we don't do much of anything after we explain that "we are responsible for the type certification of aircraft, aircraft engines and their related components, the inspection of such products in production, and assisting in maintaining their airworthiness in service", which who understands but us?

So we will try in these columns beginning next month to explain what we do. We will try to explain it so simply and plainly that it will be understood by the lowest form of FAA life, and we will try to write it up in such a way that it will make interesting reading, even for those who don't care two hoots what we do.

It is said that the three hardest things in the world to do are (1) climb a fence that is leaning toward you, (2) kiss a girl who is leaning away from you, and (3) live up to an introduction! Please tune in on us next month for our first installment anyway.



Alan H. Glass was born in Springdale, Arkansas. He attended Springdale High School, John Brown College, and University of Arkansas. When asked how he happened to become interested in FAA, Alan said: "When I was a freshman in high school, I was fortunate enough to have a general science teacher who was interested in amateur radio. He encouraged several of the students to take this up as a hobby. I have been an active radio operator, off and on, ever since. This also encouraged me to take up electronics, radio as it was known in those days, as an occupation and to study engineering in school. Prior to entering CAA, I operated a radio repair shop and worked for a short period at a broadcast station at John Brown College. I came with CAA because they offered opportunities to advance in the electronic field."

Mr. Glass entered on duty January 3, 1938, in Effingham, Ill., as an assistant Airways Keeper. In August he was promoted to a Junior Radio Operator at Advance, Mo., and the following September to Radio Technician. During this period his duties were those of a present day installation engineer, wherein, with assistance of force-account employees, he proceeded to install new equipment at airways facilities.

Alan's first specialty seemed to be with the Communication type equipment but he was not destined to stay long in one field. In September 1942 he was detailed to Washington and served as Associate Airway Engineer in charge of installation of all radio equipment used by the Army Communications System on the Island of Greenland. After this he returned for 3-1/2 years to the Kansas City Region and supervised modernization of Control Towers in the region. In 1946, he



STRIKE: Alan Glass, KC-620, and one of his numerous bowling trophies.

was again in Washington, this time learning about the VOR facilities; and was assigned to supervise one of the first VOR installations on the Chicago-New York Airway. On his return to Kansas City he not only directed the installation of the VOR system as it is today but was in charge of all installation field parties who installed ILS's, LF ranges, control towers, centers and airway communication facilities. He also supervised the installation of the Military Phase V communication program.

It seems only proper that a man of such varied experience was selected in 1957 to head up a new branch in the Facilities Division called "Program Engineering". It is his job to supervise the "planners" and that is a real job in itself.

The Program Engineering Branch performs the activities of the Division with respect to the assembly, coordination and preparation of Regional plans for the establishment, modification and modernization of air navigation facilities and systems, including master plans, annual and long range programs, special projects financed by other agencies and non-programmed projects; directs the preparation of the Division's annual budget presentations, cost estimates and technical justifications; analyzes radio frequency usage and assignments.

Alan has been awarded a Meritorious Service Award. He is active in IRE and claims that bowling, golf and working on TV sets are his hobbies. He also finds time to take courses in supervision and electronics to keep apace with this ever developing field.

Because of Alan's modesty it is difficult to get information, but those who work with him listen for his laughter and are more inspired to do a better job themselves because of his sincerity and industry.

HITCH IN PAKISTAN

For those of us who are stay-at-homes in Region 3, it is interesting to know that the FAA Family is growing on distant shores. In fact, it is practically old home week in Pakistan. A recent letter from F. L. (Ricky) Rickman, formerly KC-625, says he was met in Karachi by Lyman Newell, Mr. Hammond, and Mr. Matucha.

He also stated that the Ed Cooks' have a new baby boy.

The Rickman's are presently living in a "mansion" having 3 bedrooms and 3 baths, a living room 30'x20' with marble floors. The kitchen has a marble sink and work bench, a 10 cu. ft. Frigidaire and a kerosene stove.

The equipment used at the airport is U. S., supplied under the ICA/FAA program. It varies somewhat from our domestic facilities. Westinghouse furnishes the Localizer which uses electronic generators instead of

alternators. Mr. Rickman also described the Lorenz VOR (made for the U. S. foreign program in Germany). They use a rotating dipole as an antenna. The whole station comes in one package and is all "tuned up" before it ever leaves the factory. They also have Teletype, Remote Receivers and Transmitter.

Ricky says that travel is very interesting in Karachi. There is plenty of variety. You can hire a "jinricksha, 3-wheeled bicycle, a small taxi, donkey cart, camel cart, public bus, street car with diesel engine or walk."

FOLKS, FACILITIES AND FACTS

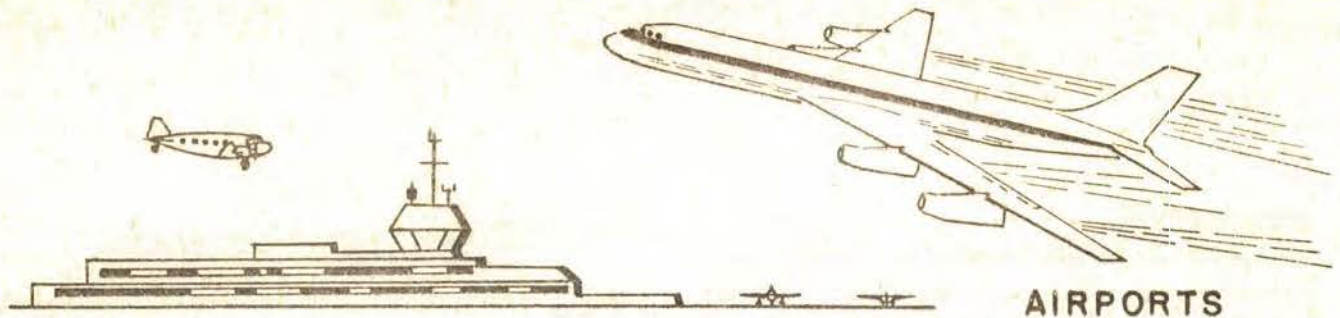
The Navajds Engineering Section sometimes reaps what others have sown. In July 1957 a VOR site was tested in a soybean patch in the Chicago vicinity. Last year a temporary VOR was set up in a wheat field. CHARLES DEAN and DONALD PERRIN were the latest harvesters when they had to clear a 200' x 1000' corn field for a Null-Reference Glide Slope test at Terre Haute, Indiana.

JOE BEEBE and E. L. TANQUESLEY are enjoying their new homes in Independence.

KERMIT KARNS, KC-650, will present a paper on "Cancellation of VOR Reflections" on November 5 at the Mid-America Electronics Conference, sponsored by the K. C. Section of Institute of Radio Engineers. The session will be moderated by Lloyd Jones, and will be held at the Municipal Auditorium.

CATHERINE SHONKWILER has become a member of a very exclusive club - the S. O. G. (Silly-Old-Grandmother, to you). She was made eligible for this time honored organization by the birth of her first granddaughter, Karen Kay.

You may have noticed our "Willy" is not always with us these days. Mr. WILANE, KC-620, is "commuting" between the Region and Washington, working on a new frequency assignment project on a national scale.



AIRPORTS

ANOTHER AIRPORT REACHES MATURITY

Ceremonies held during the weekend of October 16-18 marking the completion of the enlarged terminal facilities at Capital Airport, Springfield, Illinois, in effect marked also the virtual completion of the Master Plan development of the airport as a whole.

The event officially began with a dinner Friday evening, sponsored by the Springfield Association of Commerce and Industry, which has been very active in citizen-representation interest and support since the very inception of the Springfield Airport Authority in 1946, and in the legislative hearings on the bills leading to the enactment of the Municipal Airport Authority Act and to the establishment of the Illinois Department of Aeronautics and active participation by the State in airport development.

At the dinner, the many individuals and organizations which have made significant contributions to the development of the airport were recognized. Included in the speaking portion of the program were officials representing the Authority, the State of Illinois and its Department of Aeronautics, the FAA, the Air Force, and the Navy.

Marshall Benedict, KC-4, and J. K. McLaughlin, KC-461, were the official guests representing the FAA. As one of the panel of speakers, McLaughlin emphasized the basic philosophy of a shared interest on which Federal and State enabling legislation respecting airport development was predicated, and he pointed out that the development of Capital Airport stands as dynamic witness to a local-State-Federal partnership endeavor, in the healthiest sense of the term.

Commencing with basic landing area facilities constructed by the Federal government under the Defense Landing Area Program on

land purchased and provided by the Authority, the landing area, terminal area and service area has subsequently been progressively brought toward Master Plan completion, partly with Federal assistance under the Federal-Aid Airport Program, partly with State assistance and partly with local funds, in various combinations. Also, the Federal government as represented by the Department of the Air Force has twice extended the instrument runway and the high-intensity runway lights thereon to its present length of 9000 feet for the use of the ANG jet fighter squadron based at Springfield in addition to its own apron, hangar, offices, garage and related ANG facilities. It has recently installed an arresting barrier on the long runway which is operated on pilot request by the FAA tower controllers.

Originally purchased by Sangamo Electric Company to insure adequate servicing for its own growing fleet of executive aircraft and still operated as an amply-capitalized subsidiary, Capitol Aviation, Inc. conducts a thriving aircraft sales and service business on the airport, employing 62 persons. Operating in two large hangars, it has complete airframe, engine, radio, propeller, upholstery and instrument shops, which are attracting business-aircraft work from all over the country.

60 aircraft belonging to private individuals and business concerns are permanently based at the airport.

The Illinois Department of Aeronautics, with 24 employees headquartered at Springfield, has its General Offices located in the so-called Interim facilities Building, which was obtained as surplus from a local ordnance plant and remodeled for its present use. The Department also maintains a soils and materials testing laboratory in a sep-

arate building.

FAA has an ASDO located on Capital Airport and operates a combined Control Tower and Communications Facility there. Local Approach Control is now handled by this facility. It handled 116,000 local flight operations in 1958, compared to the 92,500 flights forecast for 1960 in the 1956 report of a firm of professional aviation economic consultants.

The U. S. Weather Bureau also maintains an office at the airport, with full forecasting status.

Served by 25 daily flights, of Ozark and American Airlines, the number of airline passengers served has increased from 8,704 in 1948 (the first full year of airline operations) to over 70,000 in 1958.

So successful has been the management and operation of the airport that a revenue bond issue of \$175,000 is being retired 4-1/2 years ahead of scheduled maturity, and the Authority's annual tax levy for the year 1960, to cover general tax for operating funds and funds to service principal and interest on three general-obligation bond issues, totaling \$1,450,000, is actually being reduced.

Open House was held on Saturday and Sunday, with the attraction of the Navy "Blue Angels" jet precision team performing both days under clear skies drawing visitors from all over central Illinois.

RADIOLOGICAL PROBLEMS

First - an apology. The answer to the second problem last month inadvertently (that's governmentese for "we goofed") was given as 2-1/2 days when it should have been 1-1/2 days. But the fact that so many of you questioned it is an indication of your interest.

Now, try your hand on these, and then check your answers on page 14 .

1. The allowable dosage is 10 roentgens. The dose-rate 4 hours after a nuclear burst is 20 r/hr. A survey party entered the area 4 hours after the burst. How long can the survey party remain in the area without exceeding the allowable dose?
2. The new ARTC Center buildings are to have concrete walls 18 inches thick around the operations room. What fraction of the outside dose will be received in the operations room?

Answers on page 14.



OUTSTANDING BOY SCOUT TO BE SELECTED BY TOASTMASTERS

The Aeronautics Toastmasters Club has been chosen to select the Boy Scout to represent the Kansas City Area in a "50th Anniversary of Scouting" state-wide competition to be held in Jefferson City, Mo., on Nov. 15. The winner of the state contest will be awarded an all expense paid trip to Washington in February to meet with President Eisenhower.

The Toastmaster selection will be made from among nine finalists at a dinner meeting on Nov. 10th. Judging will be by a committee of five members of the club, FAA employees all, and will be based on speaking ability, poise, manners, appearance and other personal attributes.

Capital Airport Terminal, Springfield, Illinois

PEOPLE AND PLACES



JOSEPH H. CLARK RECEIVES AWARD

Mr. Clark, who is Watch Supervisor in the Indianapolis Control Tower, has been presented the Indianapolis Aviation Special Recognition Award for his personal contribution to aviation in the State of Indiana. Presentation of this award was made at the 12th annual Indiana Aviation Conference at Turkey Run State Park October 22nd. Presentation of the award was made at the Conference banquet by Toastmaster Col. Roscoe Turner, who, in making the award, paid tribute to Clark's outstanding efforts which, besides his FAA control responsibilities, includes participation in many civic organizations and activities.

A number of FAA representatives attended this conference, which was sponsored jointly by the Indiana Aviation Trades Association and Indiana Airport Officials Association, together with the cooperation and assistance of Dick Cunningham, Director of the Indiana Aeronautics Commission, and his staff.



Joe Clark, 3rd from left, receiving aviation award from Roscoe Turner. Looking on is Dick Cunningham (left) State Aeronautics Director, and G. Edwin Petro, Manager of the Airport.

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Those from the Washington office were Karl Voelter and Paul Morris.

Representing the Regional Office were Robert L. Campbell, Deputy Chief of Airports Division, KC-401, and Marshall C. Benedict, Assistant to the Regional Administrator, KC-4.

Other FAA'ers were Larry Reilly, Lindell D. Hale and Rolland A. Heim from the Lansing, Mich. DAE's office; Lyle K. Brown, Air Traffic (Area) Supervisor, James M. Bloomer, Chief of IND Tower, and Edwin Joyce, Hester Barry, Lay E. Walker, M. C. Ward, Joseph H. Clark, all of Indianapolis; and from Terre Haute, Burtis C. Endsley, Chief of the Tower, and Ray Middleton; and Ralph C. Hottman, Chicago Air Traffic (Area) Supervisor.



Participating in ground breaking are: left to right; A. J. Sullivan, C. Harvey Bradley, Paul B. Hudson, Board of Aviation Commissioners; G. Edwin Petro, Director of Aviation; Mayor Charles H. Boswell; W. G. Stewart, Chief, Properties Branch, FAA; and Fred W. Sommer, President, Board of Aviation Commissioners.

Construction of the new Indianapolis Air Route Traffic Control Center at Weir-Cook Municipal Airport officially got under way on October 28th with an appropriate ground-breaking ceremony. No less than three silver shovels were used in the diggin's.

The city of Indianapolis is constructing the building for the FAA, which we will occupy under a lease agreement. If all goes well, it is planned that the building will be completed by September 1, 1960, with approximately another nine months required for the installation of equipment.

Officiating at the ceremony were Indianapolis Mayor Charles H. Boswell, Fred G. Sommers, President of the Board of Aviation Commissioners; G. Edwin Petro, Airport Director; Lou T. Kirzinger, local GSA representative.

Representing the FAA were B. G. Braithwaite (KC-100) and Truman V. Burr (KC-180) Lyle K. Brown, IND Air Traffic (area) Supervisor; and John F. Wubbolding, Chief of the Indianapolis Center.



Serious Business. Attentively watching the dedication are: left to right; W. T. Kirzinger, GSA at LOU; T. V. Burr, KC-180; Lyle K. Brown, IND ATS; and J. F. Wubbolding, Chief Controller IND ARTCC.



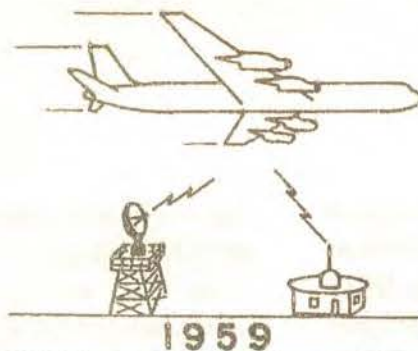
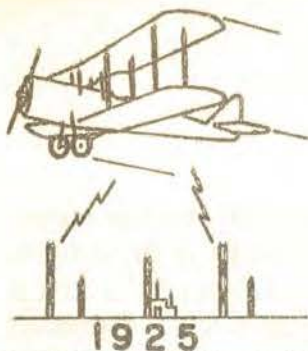
BIDS FOR BUILDINGS

The Indianapolis Center is the first one actually to get under way in Region 3. However, plans are moving rapidly ahead with respect to the Center Buildings at Kansas City, Chicago and Minneapolis. In the case of Kansas City (Olathe) the invitation to bid has been issued announcing the availability of plans November 18. Bids are set for opening January 7, 1960. It is expected that the invitation to bid for Chicago (Aurora) will be issued within the current quarter, with the invitation for Minneapolis being issued later in the spring.

FLASH

Our administrator, E. R. Quesada, has left on a trip around the world to visit Anchorage, Tokyo, Taipei, Hong Kong, Saigon, Bangkok, Delhi, Karachi, Kandahar, Kabul, Tashkent, Moscow and London.

Accompanying him is Raymond B. Maloy, Chief of Office of International Coordination.



AIR TRAFFIC CONTROL

"FAA's MOST
CHALLENGING
MISSION"

DIVISION OFFICE

We still have not received information from Washington on our FY 1960 program, as far as the amount of money we have for various purposes is concerned. In last month's issue we mentioned that one quarter of the FY had already gone by without this information being available. This month it is the same story, only more time has passed. We have been advised the number of positions we will have, as far as total staffing is concerned. This figure is 3,323, which consists of 3,248 regular positions, plus approximately 75 AMIS positions. Out of the 3,323, a total of 7 positions are authorized for the R. O. The majority of the net increase in positions over those we had in FY '59 will be in towers, with recruiting efforts for Centers almost entirely limited to filling vacancies caused by turnover factors, since there are very few new Center positions this year.

Chet Wells (KC-70) just returned from a Washington meeting at which the fiscal program was discussed, and he feels certain that we will receive specific information on our program funds within a very few days. He advises that money for travel will be much tighter for FY '60 than during the past year, principally due to limitations Congress specifically placed on money used for this purpose. By law, travel funds are now contained in a separate account for the Agency, and we cannot overspend our share of this money in Region 3 and can no longer transfer surplus funds from other accounts to augment any potential or real shortages that may develop in funds used for travel. This means we will have to exercise strict controls to insure that we can perform all necessary travel out of the amount that will be

allocated for our use and we will have to differentiate between "necessary" and "desirable" types of travel. It will also mean that we give full consideration to the most economical means for performing travel; i. e. Government automobiles in lieu of privately owned cars on a reimbursable basis, tourist class accommodations rather than first class seats (particularly on the civil jet air carrier flights where there is a considerable difference between the two classes of fares) and using transportation available through joint use of FAA rental aircraft whenever people are going to the same areas instead of one or two people going to a particular point in rental aircraft and another man using scheduled air carrier transportation to visit the same or nearby facilities. These are some of the things we will have to give consideration in performing our travel, and it will apply to both field and Regional Office personnel. More specific information will be forthcoming when we receive information on just how much travel money we have to work with - soon, we hope.

In connection with the status of our FY '60 funds, and complete lack of information on same to date, we had to put out a "stop order" to the field on use of rental aircraft for familiarization flying on Oct. 5 in RENOT 9/372. In talking to Washington Office people on this subject, there is some doubt that we will be able to continue the field familiarization flying program, but until we see what amounts of money are included in the forthcoming FY '60 program we will not know.

VISITS

So far during October, the Division Chief has visited: MDW TWR and Center, RFD

ATCS and TWR, YIP TWR, DTW ATCS and Center. Additionally, we attended the Annual National Meeting of ATCA at Oklahoma City, held at the Biltmore Hotel Oct. 7-9 (on annual leave, that is). This was a most interesting meeting and was attended by a number of prominent and top level persons in FAA, USAF, ATA, ALPA, CAB, plus industry organizations engaged in automation and electronics work tied in with the air traffic control system. We should not neglect to mention Arthur Godfrey, who was the guest of honor at the Awards Banquet held on Oct. 7. Speaking of awards - we were proud to have two recipients of the national awards for 1959 in Region 3, namely, Gus Larenzie (Chicago Center) for his modification of the Cardatype which makes it capable of performing functions the manufacturer swore it could not do, and the MDW Tower as "ATC Facility of the Year", for their outstanding job of handling a record volume of traffic under extremely difficult working conditions due to extensive "modernization" work that has had the place all torn up for many months. We were frankly both gratified and surprised to see the number of Region 3 personnel who somehow found the time and money to attend one or more days of the Oklahoma City meeting. It was a first class show.

We also attended the ALPA Annual Safety Forum, held at Chicago Oct. 12-15 at the Shoreland Hotel. We only attended the Oct. 14 session, which was devoted to discussion of air traffic control topics, during which Mr. D. D. Thomas (AT-1) was a panel member. This also was an interesting and informative meeting, since it offered an opportunity to learn some of the problems the users of our system have - and they do have them.

MUTUAL AID PLEDGE SYSTEM

Since the last issue of FLIGHT LINES we have had another death in our MAPS group, Warren L. Schaper (MSP Center) on Oct. 22.

We would again like to urge all eligible members to sign up, for the benefit of their families. We received a letter from Mrs. Cecil Gray, wife of Cecil Gray, a recently deceased member of the STL Center, reporting the receipt of approximately \$6,000 in MAPS payments as the result of his membership, and emphasizing the benefit of MAPS to the family of a member. We plan to publish her letter and her accounting of the MAPS payments for the benefit of all ATC Division personnel in the near future. MAPS may be the best \$5.00 investment YOU ever made for YOUR family - JOIN NOW!

QUICK - THE AIR WICK

It has been recently revealed that George Kriske, KC-500, was the recipient of a hundred dollars worth of Italian sausage and cheese which was willed him by a late distant relative who had successfully operated a delicatessen on lower Mott Street, New York City.

Upon receipt of these items, in order to avoid payment of Federal Inheritance Tax, Mr. Kriske chose Monday, October 12, to treat the entire ATC Division to a Pizza luncheon which was held in the R. O. Thus, the aroma usually associated with a spaghetti joint.

It was certainly a thoughtful gesture and was greatly appreciated by all participants. However, George is due a certain amount of criticism for not furnishing the bicarbonate of soda.

Field News Items: We need them. Send them in for future issues of FLIGHT LINES.



Answers to Radiological Problems

1. 38 minutes.
2. 1/8.



ITINERARY DAYS

For those of you who are not familiar with the workings of a General Safety District Office, the words "Itinerary Day" probably means little.

Many times a General Safety Inspector is asked, "What do you do on a scheduled itinerary date?" This is a \$64 question, and in many instances similar to asking the question "What do you do on the job?"

Itineraries are one of the oldest functions of the FAA, and the number of them scheduled is usually proportionate in size and activity of the GSDO area.

Way back in the early days - say the late 20's or early 30's - Safety District Offices were very few and far between. Consequently inspectors in those days were on itinerary almost constantly.

Our boss, Len Jurden, recalls a time when as a young inspector he would leave Kansas City by train for an itinerary through Kansas and Colorado, and wouldn't be back for a month. A short itinerary to Omaha, Lincoln and North Platte, Nebraska, in his trusty Stearman sometimes would take a week.

Times have changed though, and we now have at least two District Offices in all states except one, and the need for long continuous itineraries has diminished. Airlines now blanket the area and the long trips by train have been replaced by airplane trips.

Increased use of aircraft by inspectors has made the accomplishment of the job faster and more efficient. Many times an inspector can plan to leave his home base on an itinerary date, complete it, and return the evening of that same day.

The preparation for an itinerary trip is not simple. For example, written examinations

must be taken for three different classes of pilots - private, commercial and ATR, as well as the accompanying instrument and/or flight instructor ratings. In addition, there are examinations for glider, helicopter, balloon, as well as a special one for military pilots. There are two types of mechanics requiring examinations, as well as control tower operators, flight engineers and flight dispatchers. There are at least two separate examinations in each category. The examinations and the necessary accessories will fill at least two large catalog type brief cases. You may not use all the examinations on every trip, but you must be prepared to accommodate any type of applicant.

There is always a demand for forms and applications. Another brief case taken on itinerary will include a supply of almost every type Government form used by the aviation industry, ranging from the pilot application and aircraft repair to the seldom used applications for waiver of the CAR. One or more additional brief cases (catalog type) will contain CAR and manuals, manuals of procedure, aircraft specs, and many of the instructions and interpretations issued by Washington and the Region to assist the field employee in the discharge of his duties. All of this information is not always necessary, but it certainly comes in handy when you're away from home, to answer unusual or uncommon questions. It is much more satisfying to say, "Wait 'till I look it up", than to say, "I don't know, but will get the information for you."

In the interest of economy and efficiency, aircraft inspections and/or flight tests are scheduled in advance. By doing this, itineraries can be accomplished quite often by

just one inspector if neither of these has been previously scheduled.

As you probably have guessed, itineraries are conducted so that anyone connected with the aeronautical industry can come or bring his customers to conduct whatever business they might have pending with the FAA. For instance, a normal itinerary day for two inspectors (one operations, and one maintenance) could very well occur as follows. Arrival at the scheduled airport on a Wednesday morning at 8:00 o'clock. In the operator's office they will be met by several applicants for written examinations; one for a flight test; two will have aircraft alterations or repairs to be inspected; and still another will be there to take a re-flight check after being involved in an accident.

While the applicants are starting their written examinations, the maintenance inspector busies himself with the log books and other credentials of the two aircraft brought in for inspection, then departs for the repair shop where he subjects these aircraft to a thorough inspection to determine that repairs were properly made and in accordance with accepted policy and current regulations.

While monitoring the written examinations, the operations inspector will start on the oral portion of the examinations with the flight test applicants. It is also at this time that the phone begins to ring and the public begins calling in for advice and information. Good examples of these would be: Do I have to have a waiver for hunting coyotes? Can I install a Continental 145 engine in my Swift? Do I need a dump valve in my spray tank for spraying DDT over towns? What airplane should I buy for use in my business? Can mechanic Smith repair my airplane? How much should it cost? Last year he gave my aircraft an annual inspection and charged \$50 more than the previous year. How many hours do I have to have to obtain a private pilot's certificate? How long does it take to

write flying instructor's written examination? What should I study for this examination? When can I take the mechanic's practical examination? How long does it take? Will I have to splice a wing spar during this examination? What are the requirements for ground instructor's certificate? When is it necessary to report aircraft accidents? Are airlines safe?

By this time the maintenance inspector will relieve the operations inspector monitoring the writings in order that he can conduct his flight tests. The maintenance inspector is subjected to many of the questions above from the public. A mechanic will come in and ask his advice on the proper procedure to install a rotating beacon on his aircraft or how to make a certain type of repair.

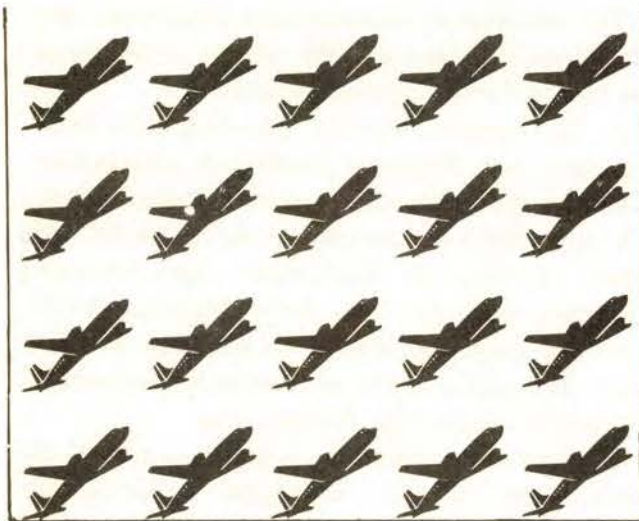
When all the written examinations have been completed (and there is a time limit on each type of examination), and all other business completed, the necessary certificates are typed and given to the applicants, and the inspectors are free to load up their bags and return home.

Sometimes itinerary days are long and trying. Other times activity is limited by the weather. Very few of them are quite the same. One thing you can be assured of, though, that once an itinerary day is published, the inspector - very much like the postman - will arrive on schedule, and keep his appointment with the public.



GUESS WHO?????

There was a good deal of speculation and doubt in the Aircraft Engineering Division when the winner of a \$10.00 "pot" turned out to be Mr. X. Through a process of elimination the "person" sheepishly admitted his mark and we have signed him up for the next Writing Course!



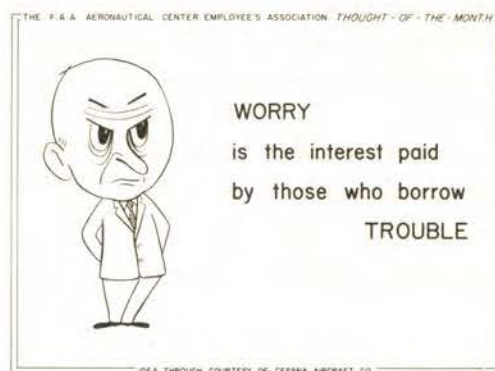
Traffic Controllers' idea of October 28th - a sunny day when Cessna Aircraft Company turned loose over 350 of their new 1960 model airplanes. This mass fly-away blackened the sky and certainly built up the contact count for many of our ATCS's when over a four-hour period that morning more than 1000 distributors, dealers and salesmen headed back home following Cessna's International Sales meeting.



Most of the 350 aircraft in Cessna's fly-away were the new model #172, which are to be used by dealers as demonstrators. An outstanding difference this year is the swept-back fin and rudder, offering a streamlined appearance and additional stability.

FOOD FOR THOUGHT

The FAA Employees' Association at the Oklahoma City Aeronautical Center has entered the printing business with a small folded double card which is called "Thought of the Month." According to Fred Lanter, Director of the Aeronautical Center, a new card with a new thought will be published each month. New cards are available for the asking. This month's card is shown here, and according to the Employees' Association there at OKC they would appreciate any contributions toward suggested "Thoughts of the Month"; so put on your thinking cap and send them some "pithy" sayings.



JET INGESTION

Should a jet ingest, on the ground or in the air, the likelihood of damage to the engine is small. Pratt & Whitney has conducted experiments (they are called "torture tests") by throwing into a fast-running jet engine glass, a fur-lined jacket, three types of mechanics' hats, a pair of pliers, a file, a chisel, a jack-knife, a length of iron chain, a roll of tape, a set of pilots' headphones, an assortment of nuts, bolts and ball bearings, and several species of duck, gull and crow. No appreciable damage resulted.

For experimental purposes, General Electric fired ice pellets as big as golf balls, at speeds up to 638 mph, into one of its jet engines running full tilt; nothing happened. G. E. has also hurled as much as thirty-two hundred gallons of water into a jet engine, to see if a cloudburst would quench its flame; it wouldn't!

The Allison Division of General Motors has submitted its jet engine to similar "torture tests" by way of "proving" them.

RADIOLOGICAL NEWS

Mr. Lowell McDysan, KC-668, is attending the 4-week Air Force Disaster Control Officer course at Lowry AFB, Colorado. This course will qualify Mr. McDysan as a Nuclear Defense Officer. His training will be used primarily in connection with the construction of the new Center buildings.

Ten ANF field personnel are in attendance at the one-week OCDM Radiological Monitor-Instructor Course which began Nov. 2 at Battle Creek, Mich. They are ET's Harry S. Adkins, Jr., St. Louis and Ralph B. Ford, Wichita; EMT's William L. Look, Detroit, Robert G. Juenemann, Ypsilanti, Ronald M. Mousel, Park Ridge, Ill.; REMT's Charles T. Calvert, Lincoln, Neb., Bob G. Gones, St. Louis and Arnold W. Rosenow, South Bend, Ind.; and SEMT's Louis E. Potter, Watertown, S. D., and Wilmer Kurth, Jr., Minneapolis.

Ten additional maintenance personnel are to attend the next OCDM course to be given in Battle Creek beginning Dec. 7.

A. L. Lorenz, KC-20, who has been designated the Regional Radiation Protection Officer, completed a week's Radiological Defense Officer course given by the OCDM Staff College in September. Mr. George Garrett, KC-540, has been designated Alternate Regional Radiation Protection officer. Messrs. Lorenz and Garrett previously attended the Lowry AFB course.

Preliminary information has been received that there will be additional radiological training for ATC personnel during this fiscal year. Details on the extent of the training will be forthcoming when received.

What about those instruments? We know that many of them are inoperative but until the Washington office is able to work out a repair and calibration program, try to keep them in as good a state of readiness as you can. But, Please, do not attempt local repair. Some question has arisen here and there on property accountability of the yellow perils. Even though some of the instruments don't work, they should be listed on station property records (FAA Form 147e) in the same manner as other station property.



NICE PEOPLE DEPARTMENT

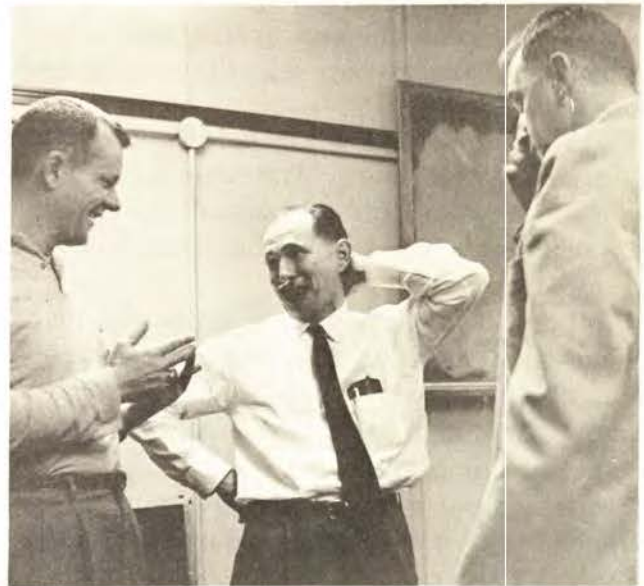
Chicago Traffic Controllers recently received a letter of appreciation from the W. A. Sheaffer Pen Company for their cooperation and splendid handling of an emergency flight. Through the combined efforts of the ARTCC, the Midway Tower crew, and the Meigs Field gang, one of the Sheaffer Pen Company's aircraft was able to rush an ill child to the hospital, and in turn thanked our employees for the way they handled the flight.



FOCUSING ON



Just recognition to Suggestion Award winners by E. C. Marsh, Deputy Reg. Adm. Standing L to R: C. L. Jones (KC-650), Marsh (KC-2) A. R. Eno (KC-680). Seated: L to R: Barbara Cogan (KC-400) and Ethel Hart (KC-673).



Tommy stumped again??? L to R: Alfred Martin, Controller IND ARTCC; E.J. Thomas, KC-90; Robert Molle, Controller IND ARTCC.

As a part of National Fire Prevention Week, the Regional Office practiced with a full blown fire drill - trucks and all. Through the cooperation of the Fire Department fire trucks greeted the employees as they poured out of the building. Total evacuation was completed in 2-1/2 minutes, which was considered good by Vic Burr (KC-180), Chief, Property Management Branch.



SCHOOL DAYS

Those furrowed brows around the Regional Office these days belong to some 82 Air Navigation Facilities Division engineers participating in technical courses sponsored by the Agency and implemented by the Bureau of Extension Classes of the University of Kansas.

Two classes of 30 each are held each week delving into transistors. The subject matter includes physics and electrical "review" (don'tchabelieveit), transistor theory and circuits.

Another 22 are being exposed to the intricacies of the IBM 650 computer equipment. This includes theory, design, programming, and application to FAA air traffic control problem areas.

Two hours per week of intensive study for 20 weeks will be culminated by a certificate from the University of Kansas. Most agree it is a good trade for gallons of midnight oil and an insight into these new fangled electronic devices.



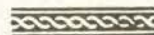
FAA ADOPTS SEAL

An official seal has been adopted by the FAA in compliance with the terms of the Public Law which created our Agency. The

seal, symbolic of the air age, depicts a light green globe, on which is superimposed a gold four-pointed compass rose. A stylized gold wing is on the horizontal axis. On the outer rim within a gold border, are the words "Federal Aviation Agency" and the "United States of America" the phrases separated by two gold stars.

Impressions of the official seal will be used to authenticate material sent to the Federal Register, on transfers of titles, certification of documents going to the federal courts, and similar official material.

The facsimile of the seal will be printed on such documents as on certificates, Agency publications, public exhibits material and airman records.



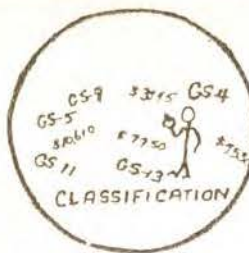
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this mishap, but just as he was about to reach it the dead engine cut in and he missed the line.

Bick started with CAA in 1940 in the CPT and WTS program. After World War II his particular kind of work was taken over by War Assets Administration and he was with that Agency. He came back to CAA to head the Aircraft Service Branch and he has been with it and FAA ever since.

Bick's supervisors aver that he maintains the best aircraft service branch in the Agency - without exception - and that this reputation holds among the pilots. Bick answers this by saying that the good record is the result of team work by the whole organization, and the good spirit and cooperation of all at all hours of the day, night or weekends. Just one example is one Friday night when a crew departed for Norfolk, Nebraska, at 9 p. m. to be there at dawn so an aircraft could be repaired and available for work the next day. Pretty rugged at times!

Visitors are most welcome at the hangar. Bick and the boys would be pleased to have you drop in.



PERSONNEL HI-LITES

The Federal Aviation Agency Administrator has announced plans for the Executive School to be held at the Aeronautical Center and the University of Oklahoma. The first class convened from October 18-30, 1959, and later classes will convene February 7-19, and April 24-May 6, 1960. Each class will include twenty-four middle and near-top managers, GS-14 and up, who supervise an Agency or Regional program.

Henry L. Newman, Assistant Regional Administrator, George W. Ireland, Chief General Safety Division, and C. George Benzon, Chief, Air Navigation Facilities Division, represented Region 3 in the first class.

The Executive School Course is tailored to FAA needs and is designed to give selected managers an opportunity to:

Share experiences and broaden understanding of FAA management goals.

Test thinking and planning with other seasoned administrators of FAA.

Gain perspective for self-scrutiny and evaluation.

Acquire new points of view and ways of thinking.

Secure specific answers to practical management situations in the Agency.

Develop a better comprehension of the administrative process.

Improve Agency communication skills.

REGION 3 JOINS NASS

Steps were taken recently to join the National Association of Suggestion Systems. This is an organization that came into being seventeen years ago, and is comprised of over 1200 major companies and Government agencies in the United States and Canada.

The purpose of the organization is to pool the experience of each company or agency in the operation of its respective suggestion system. The value of suggestion systems can best be illustrated by the fact that during the calendar year of 1958 NASS member organizations received 1,600,000 employee suggestions, of which 427,000 were adopted. Cash awards to the suggesters amounted to over \$13,000,000.

The Association held its 17th annual convention in St. Louis October 11, 12, and 13, 1959. Notable speakers included Barbara Bates Gunderson, U. S. Civil Service Commissioner; William A. Glassford, Senior Vice-President of Sales and Public Relations for United Air Lines, Inc.; Justin L. Turner, Administrative Assistant in the Executive Division of the Remington Rand Division of Sperry-Rand Corporation; Dr. Lee H. Bristol, Jr., Director of Public Relations of the Bristol-Myers Products Division; Harry C. Wardle, Manager of Employee Communications at B. F. Goodrich Company, and many others. Mr. L. B. Kent, Regional Incentive Awards Officer, attended the conference.

NEW CIVIL SERVICE EXAMINATION ANNOUNCED

A new Civil Service examination for Electro-Mechanical Technician, W-11 was issued October 21, 1959. This cancels and replaces the Electro-Mechanical Technician portion of Announcement No. 9-23-5 of 1957, but the Construction and Maintenance Mechanic portion continues in effect indefinitely. Copies of the new announcement, with press and television releases, are being distributed to all field offices for information and recruitment assistance.

THREE MONTHS EXPERIENCE

Perhaps you have wondered as to how the new Merit Promotion Plan is working out.

The need to evaluate every bid through a careful check of the Employee Promotion Appraisals has resulted in some additional workload, but has insured a more detailed consideration of bidders by the operating officials.

We wondered if the new plan would discourage or encourage bidders. It surely hasn't discouraged them. In the first three months, 238 promotional opportunities have been advertised and 787 bids have been received. Of these bidders, 120 have been selected. In only 5 jobs there were no bidders. If there is any employee who isn't thoroughly familiar with the new plan, we urge him to get a briefing from his supervisor.

IT'S GO! GO! GO! AGAIN

By the time you read this, KC-91 will be busily recruiting applicants for positions in the field. As of today, October 8, we have a quota of 291 additional jobs for the year for the Air Navigation Facilities Division. Quotas for other Divisions should be available before long, so it's GO, GO, GO, again.

You have been of real help in recruiting in the past. Please keep up the good work!

DO WE GIVE DIRECTION, OR DIRECTIONS

Giving orders in writing is the hard way to do it - but it's the easy way to get the work done correctly, and on time. Writing isn't easy, because an order which sounds acceptable when given orally is often obviously incomplete or not clear when committed to paper.

Here are some specific reasons for putting orders in writing:

Give it to the right man. Responsibilities overlap and communications get tangled when we give one man an order about work which is usually the responsibility of someone else.

One man may get jealous of the order; or, more likely, the two will agree that "the boss doesn't know what he's doing."

Don't interrupt him. Sure, as supervisors we can phone or summon Bill away from whatever he's doing. But that's costly. Sometimes it suggests little respect for him, or for what he's doing. We can go to him to deliver an order orally, but that is an interruption.

Help him to remember. A slip of paper is a reminder. We give a man an oral order, perhaps follow it with discussion of another topic. Immediately thereafter he confronts a crisis on a rush job, and the oral order is forgotten.

Say what we mean. It's nonsense to suggest memorizing the words in which to give a direction, yet wrong words give wrong ideas, sometimes very costly ones. Words on paper are there for review immediately, and the very act of choosing the words to put on paper compels some review.

Help him to develop. A man's growth in his job can be a product of diminishing direction, until finally he does what is needed without being told. The written order can be used to speed his growth, for it can be screened more easily than the oral, to be sure it correctly includes, excludes and details. A written order without detail checks a man's readiness to perform without step-by-step guidance.

Give direction, not directions. In two or three days we can evaluate this highly important part of our management practice by keeping a record of every order we give.

Then look at the record, consider whether all those orders were needed. Should we delegate more? If we cannot delegate, is it because our people need training - or a better definition of their responsibilities? If they know what to do perhaps we are whittling away at their initiative and satisfaction by giving unnecessary directions. People tend to do what is expected. If we direct too much we expect too little.