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**FLIGHT LINES**

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**FEDERAL AVIATION AGENCY-REGION 3**

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# FLIGHT LINES

FEDERAL AVIATION AGENCY - REGION 3

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**\*ON THE COVER\***  
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COOK INDIANAPOLIS  
AIRPORT**

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## FROM OUR REGIONAL ADMINISTRATOR

Every year Congress appropriates money to be used to accomplish planned FAA objectives. We are required to plan our work carefully and economically and to program our funds by quarters. This year the FAA appropriation bill was one of the last to be passed by the Congress. We have therefore been delayed in going ahead with our planned programs. Thus far this fiscal year we have been operating at the June 30, 1959, level, with no new positions being recruited or new program objectives being undertaken. The FAA's expense budget was substantially cut by the Congress - to the extent that funds were not adequate to staff and operate some new facilities that are ready for commissioning. Congress responded to the Agency's plea, however, by transferring \$17,000,000 from the EANF to the Expense appropriation; thus permitting the staffing and operation of these facilities. We should very soon be receiving our FY-60 regional position and fund allowances which will permit us, after some re-evaluation, to proceed with the filling of new positions and other planned items.

Regardless of the amount of funds we receive, each and everyone of us as government employees has the responsibility of spending FAA money wisely or "getting the most mileage we can from the dollars allotted". This philosophy of economy must extend from such small items as the efficient use of office supplies to major high cost items. We should look upon the expenditure of public funds with as much prudence as we would the expenditure of our personal funds. In other words, ask ourselves, "If this were my business or my personal money, is this the way I would spend it?"



This month's guest columnist is Chester W. Wells,  
Chief of Budget and Finance Division, KC-70



# PROGRAMMING ASPECTS OF THE FEDERAL-AID AIRPORT PROGRAM

by Enoch W. Anderson, KC-410

Chief, System Planning Branch - Airports Division

Many of you are familiar, in general, with the Federal-aid Airport Program. Briefly, the Federal Government has assisted city, county, and state organizations in developing airports which are included in the National System of Airports. Federal funds under this Program were first allocated during fiscal year 1946. The original Program provided for the expenditure of funds for seven years. The Act has been extended several times. The most recent action by Congress and approved by the President provided for a two-year extension of the Act through fiscal year 1961.

Many changes have been made in our guide lines for administration of the Federal-aid Airport Program. The original concept provided that this Program was a request program and the Federal Government was very careful not to promote specific airport development. A few years ago specific instructions were issued which prohibited any discussion of the Program during its formulation. In some instances, this resulted in poorly planned airport development.

The recent extension of the Act provided for a change in emphasis on various phases of airport development, as well as specifically excluding certain items. Until this extension, equal emphasis was placed on work in the terminal area and landing area. Our policy for consideration in requests for aid now establishes low priority or prohibits participation on practically all work within the terminal area. Certain items which have always been excluded as a matter of policy now have been specifically prohibited by law. These are such items as bars, cocktail lounges, night clubs, theaters, private clubs, garages, hotel rooms, commercial offices,

and game rooms. Further, automobile parking areas, which until recently were eligible items, are now ineligible items. Construction of portions of administration or terminal buildings not specifically excluded by law are eligible for participation, however, with a very low priority.

As pointed out above, there has been a substantial change in the philosophy of the administration of the Federal-aid Airport program. Highest priority is given to safety items which, as a rule of thumb, are those phases of construction on the field side of the fence in front of the administration building. The FAA also recognizes and provides top priority for construction of control towers, space for air traffic communications stations, and Weather Bureau activities connected with airport weather data.

The FAA also has changed its philosophy from one of a request program and honoring requests as submitted to one of advising a sponsor of the items which, in our opinion, are most needed for the orderly development of the airport to meet the needs of civil aviation. In other words, where previously we acted only upon requests as originally submitted by the sponsor, it is now the policy to discuss with the sponsor, after receiving the request for aid, the important items which, in our opinion, should be programmed. It is very important that the FAA representative refrain from promoting a request for aid; however, he must consider the most important items of work on the airport.

The Airports Division uses various guides in its administration of the Program. One of the basic requirements for a project is the inclusion of that airport in the National System of Airports. The National Airport Plan is revised annually and includes a list of air-



ports which are considered by the FAA as necessary in the National System of Airports.

The latest revision of the Plan provided for a realistic approach to development of the airports in this National System. Specific recommendations were made for lengths of runway recommended for each airport for development by 1965, as well as a summary of work recommended within the next four years. A great deal of emphasis has been placed on the matter of length of runway. The question has been asked, "How long should a runway be?" Let us take for instance the example of the Jacksonville, Florida, T. C. Imeson Airport. Prior to World War II this airport consisted of three runways with a maximum length of approximately 3500 feet. At that time the largest aircraft used by airlines serving Jacksonville was the DC-3. During World War II, the Civil Aeronautics Administration participated in the war effort by constructing and enlarging airports under the Development of Landing Areas for National Defense (DLAND). Under this program, runways were extended at Jacksonville, Florida, to 5000 feet. I am sure all of you who are familiar with aviation remember that a 5000-foot runway during World War II was considered a long runway. The Army Air Force operated from this airport and, in order to take care of their training requirements, extended one runway to approximately 7000 feet. This length was considered by the Army Air Force as being adequate for not only the experienced pilot, but also those pilots that were in training. One day an Army pilot, flying a single-engine training plane (AT-6), came in for a landing and overshot the entire 7000 feet of runway. Now the question is - how long shall we make the runway? It is obvious that you cannot justify the extension of runways to take care of a situation similar to that indicated above.

To provide a realistic guide for lengths of runways the Airports Division has developed guide lines based on the type of aircraft using

an airport and the length of flight from that airport. The Airports Division has made extensive studies of the operational characteristics of various types of aircraft. These studies have been coordinated with the Bureau of Flight Standards in Washington. The runway lengths so determined to be required provide for certain factors of safety which are used by the Bureau of Flight Standards. The curves and charts show the lengths of runways that are required for these various types of aircraft, for different weights of aircraft and for corresponding lengths of flight. I am sure you are all familiar with the fact that the weight of the aircraft, the temperature at the time of take-off, the elevation of the airport above sea level and the grade of the runway affect the take-offs distance required. Through the use of data on the operation requirements of the aircraft and knowledge of the route pattern of the airlines, we are able to establish a maximum runway length and load-bearing-capacity design which we consider is the maximum that the Federal Government will consider for participation in connection with F. A. A. P. airport development.

The establishment of runway lengths for general aviation has been more difficult; however, we are using the assumption that in most instances general aviation aircraft are fully loaded with fuel prior to each take-off. For these aircraft we base our design determinations upon the types of aircraft which will be using the airport with reasonable consistency. We expect to refine the National Airport Plan (N. A. P.) in the revision for the year 1960.

Increased emphasis is now being placed on review of master plans for airports. Their need and value with respect to sound, long-range planning disciplines and orderly, compatible stage construction are obvious.

The District Airport Offices in this Region are now in the process of evaluating requests for aid for fiscal year 1960. Re-

Continued on Page 10





## AIR CARRIER SAFETY DIVISION

### ACSDO #31 - Chicago

"HAVE TRAVEL ORDER - MUST TRAVEL" is Inspector Hospy's slogan since he was advised by the higher echelon in Washington that his transfer there was official. Consequently, he's a busy fellow selling his house and packing up his Four Gals (daughters Linda, Pattie, Debbie and his wife Vern) for the move. We certainly will miss Mr. Hospy, especially the stenos, as they called on him many times for help when their "Buggies" got temperamental. ACSDO 31 conveys best wishes to the Hospy family in their new home.

Our Aviation Clerk, Marguerite Greene, has a snapshot under the glass on her desk that really brings back memories of the "Ole Flying Days". It's a picture of Marguerite looking pretty chipper seated in the open cockpit of a Laird Super Speedster racing plane. We wanted to send the photo in for the "Mystery Pilot" column but couldn't get Marguerite to give it up.

Replying to request from T. A. P., ACSDO #32, Indianapolis for suggestions about keeping rose plants alive. WE RECOMMEND THAT THE NEXT TIME HE VISITS CHICAGO ACSDO #31 HE HAVE A CHAT WITH OUR CHAMPION ROSE GROWER, ANN VODICKA. WE'RE SURE ANN CAN GIVE HIM SOME PROFESSIONAL ADVICE AS SHE HAS BROUGHT SOME BEAUTIFUL BLOOMS FROM HER ROSE BUSHES THAT WOULD WIN AWARDS AT ANY FLOWER SHOW!!!!

### ACSDO #32 - Indianapolis

Inspector Bill Miller spent five weeks at the Aeronautical Center, August 24 through September 25. Bill says he was "indoctrinated".

TAP wants to express his appreciation to Messrs. Denfip and O'Toole for journeying clear to Indianapolis on August 19 just to celebrate his birthday, 39th that is. They attended a general meeting in regard to the Allison Engine Program to round out the day.

### ACSDO #35 - St. Louis

August and September of this month have found our people looking forward to the initiation of Ozark Air Lines' new jet-prop service. The company's three new Fairchild F-27 airplanes are now being painted in Ozark's colors and will have their new emblem, the "three swallows" on them. The three swallows were adopted because they are an ancient symbol of safe travel and are also noted for their dependability and regularity. As the swallows go to Capistrano safely and regularly, so will Ozark get to Joplin, Missouri. The symbol is depicted as three sets of two overlapping elliptical tapered curves arranged to suggest the graceful swept-back wings and deeply forked tail of the swallow. Only, to the unimaginative eyes of your reporter, they look more like boomerangs than swallows. Inspector Crouse claims that is merely the result of a mind corroded with pessimism. So be it.

Ozark's F-27 ground and flight training programs are just about finished. So are Inspectors Rees, Crouse, Hensel, and Benben. The latter, however, is taking a rest cure at Oklahoma City Aeronautical Center while his cohorts toil on with manuals, specs, proving runs, etc. So far, no fatalities.

We do have one problem here at St. Louis, to wit: what to do with the Eagle Stamp money. Our local filling station provides trading stamps whenever gasoline is purchased for



the Government car, and personnel of this office have dutifully licked and pasted for two years. Now we have the book which has been converted into cash, but what to do with the money? It has been somewhat of an argument raiser but now that Mary Jo Migliaccio is studying the collected works of Dr. Spock, we figure the problem will solve itself.

(We could write a lot more interesting side-lights concerning our employees' outside activities but we realize space is limited. See next month's issue for further developments.)

### RADIOLOGICAL PROBLEMS

1. The dose rate in an area was 50 roentgens per hour one hour after burst. You entered the area one day after burst. What would be your total exposure if you remained in the area 4 days?
2. The radiation dose-rate outside an ATCS was measured at 400 roentgens per hour at H+3 hours. How many hours after the burst would it be before the radiation level reached 20 r/hr?

Answers on page 19.

- - - - -

Approximately 1200 flying farmers from 49 states and three Canadian provinces attended the 14th annual National Flying Farmers Assn. convention at Fort Collins, Colorado. More than 400 private planes brought the conventioners together for five days of fun, shop talk on flying and farming, and renewal of acquaintanceships.

### ANOTHER JET IN THE SKY

Douglas DC-8 civil jet service here in the United States was inaugurated on September 18 when both United Air Lines and Delta introduced the airliner to the public for the first time. United inaugurated transcontinental service from New York to San Francisco and Delta commenced their DC-8 service with schedules from New York to Atlanta.

### OVERHEARD ON APPROACH CONTROL FREQUENCY AT INDIANAPOLIS

Pilot: "Indianapolis Approach Control, this is Beech Nan 76."

Controller: "Beech 76, this Indianapolis Approach Control."

Pilot: "Beech 76 is about 10 miles west, landing Indianapolis."

Controller: "Roger 76, 10 miles west."

- Pause of several seconds -

Controller: "Beech 76, I do not have a target at 10 miles west. Are you past Clayton intersection?"

Pilot: "Uh - say again that intersection."

Controller: "Beech 76, I have a target now at 16 miles, northwest, could that be you?"

Pilot: "Uh - yes, could be. Does the target have an orange tail?"

- Pause of many seconds -

Controller: "American 266, traffic 2 miles at 11 o'clock. Beech 76 in radar contact, continue approach."

END



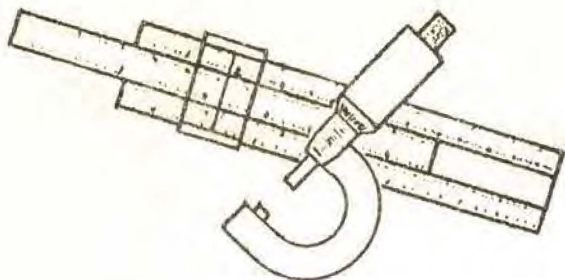
### FAA DOINGS

According to recent figures that were released by the FAA, it is expected that about 100 jet airliners will be in service by the end of the year 1959 if present production schedules are maintained.

An Agency study of American civil aircraft also foresees about 250 turbo-prop planes in the United States air carrier fleet before 1960. Figures show 90 turbo-prop and 6 jet airliners in service at the close of 1958.

FAA's Bureau of Research and Development has let contracts totaling more than \$1.5-million for research into air safety. One of the largest contracts calls for analyzing and evaluating visual collision avoidance systems.





## AIRCRAFT ENGINEERING

Aircraft Engineering District Office No. 43 is located in the Administration Building, Municipal Airport, Wichita, Kansas. The office was established at this location in January 1959. Prior to that time there were offices located in the Beech and Cessna aircraft factories. Establishment of the new office at the airport was actually a consolidation of the two offices into the one new office.

This office has the distinction of being located in the Air Capital of the World. Wichita has claimed this title for at least 25 years. The following figures will help explain why Wichita has valid claim to such a title. The total U. S. Civil aircraft production for the year 1958 was 6,882 aircraft. Of those, 2,947 were produced in Wichita. Many people refer to the aircraft manufacturers on the west coast, such as Lockheed, Convair, Boeing, etc., as the major aircraft manufacturers; however, we in the Wichita area do not agree that this is the case, since we feel that the criteria for production, safety etc., should be judged on a passenger seat basis. The so-called major manufacturers on the west coast produced a total of 218 airplanes in the year 1958. This is estimated to equal 11,908 passenger seats. Computation of the passenger seats produced for this same year in Wichita by Beech, Cessna and Rawdon, and excluding military aircraft produced on an "off-the-shelf" basis, was 12,380.

AEDO 43 is responsible for manufacturing branch activities in Wichita at Beech Aircraft Corporation, Cessna Aircraft Company (both commercial and military divisions) and also for activities at Rawdon Bros. Aircraft, Inc., and various subsidiary manufacturers located in the Wichita area. The office is

also responsible for the following activities located away from Wichita, Kansas: Mid-States Manufacturing Division, Helio Aircraft Corporation, Pittsburg, Kansas; Westinghouse Aviation Gas Turbine Division, Kansas City, Missouri; Woodrider Oil and Refining Company, Aircraft Division, Hutchinson, Kansas; and several subsidiary manufacturers located in Kansas and western Missouri.

There is a wide variety of work within the area served by this office, since all activities include either production or type project work of the following type: transport category multi-engine aircraft; personal type aircraft, both single and multi-engine; jet aircraft, single and multi-engine; helicopters both military and civil; sailplanes, propellers, jet engines, and a variety of subsidiary manufacturer activities.

The office is also responsible for surveillance and supervision of two manufacturers, Beech and Cessna, who are producing aircraft under Delegation Option provisions, Regulations of the Administrator, Part 410. This involves techniques and procedures which are considerably different from those for the certification and production of aircraft under standard procedure. This office is also responsible for projects for the quality control and acceptance of aircraft for the Army and the Air Force on what is known as "off-the-shelf" procurement contract basis. Since this office serves a number of facilities which are remotely located from Wichita, and to which there is no suitable common carrier transportation available, a large percentage of the travel to these outlying facilities is by rental aircraft.

A home town is where they wonder how you got as far as you did!





FOCUSING ON



Donald Cochran, center, former Region 3 Engineer transfers to Wake Island. On the left presenting him with his ticket is W. E. Godfrey, KC-660, and on the right C. G. Benzon, Chief of ANF, KC-600, points the way.

Flint CS/T on TV. FAA'ers who were recently featured on a half hour TV show, "Wings Over Michigan" were: left to right, Kenneth Mertz, Tower Controller, Show Moderator Ward Maynard, and Facility Chief Victor W. Koyalczyk.

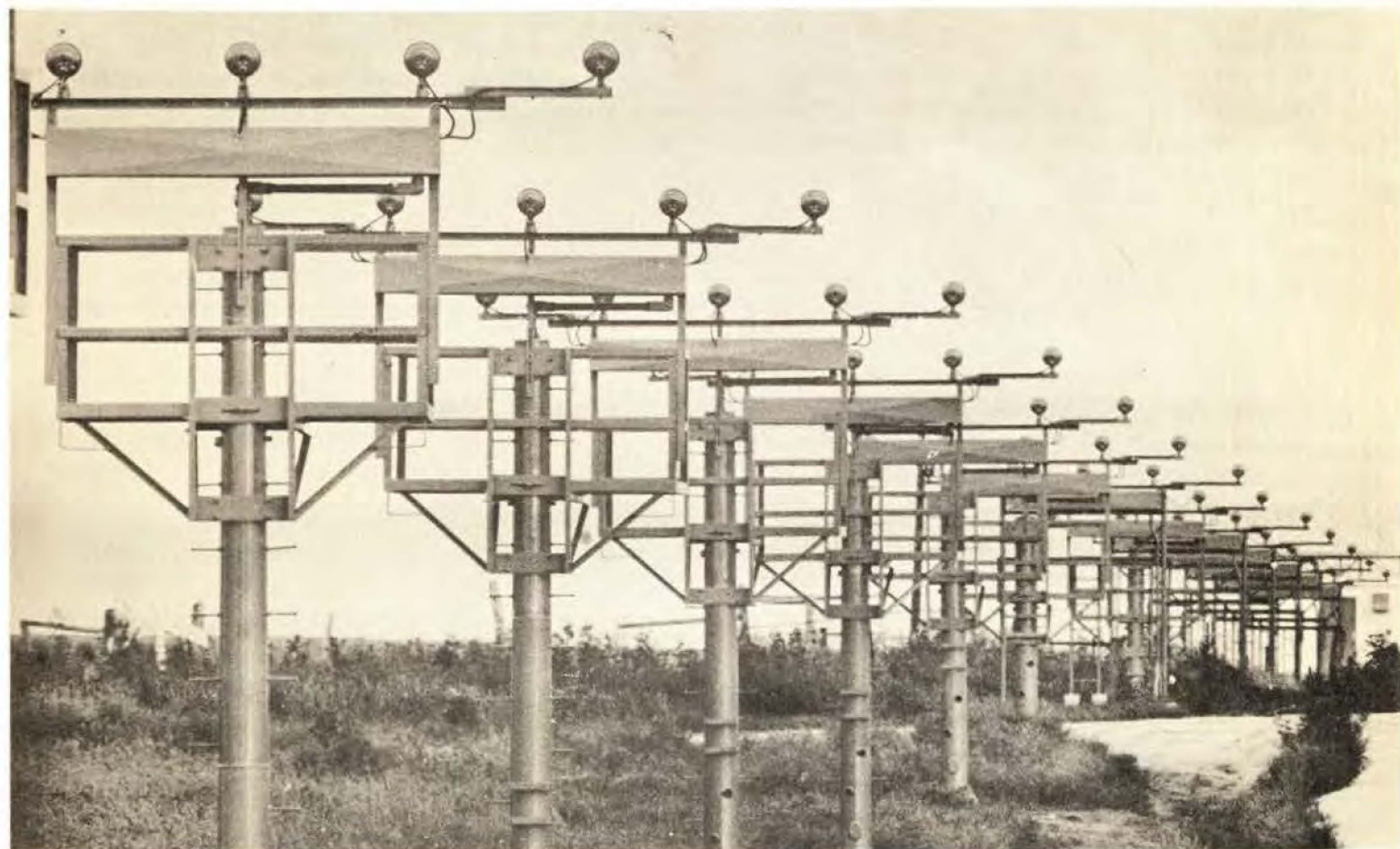
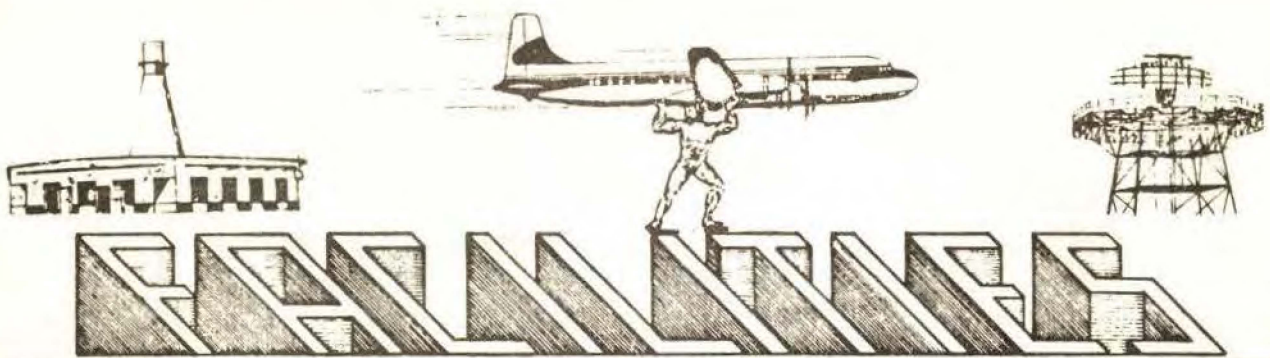


W. R. Dallam, (left), Supervisory Electronic Maintenance Technician, Columbia, Mo., receiving Sustained Superior Performance Award from E. T. Birchfield (right), District Supervisor ATDO-8.

Lafayette, Indiana, CS/T. Communicators on duty include: seated, James E. Formella; and, standing, left Raymond R. King, Station Chief, and, right, Earl R. Reshaw, Assistant Chief.







### AIRPORT APPROACH LIGHTS

Approach lights at the new Rochester Airport march across the fields southeast of the main SE-NW runway. Spaced 100 feet apart—this picture was taken with a telephoto lens, which makes the distance appear shorter—the 30 lights will guide planes on the last 3,000 feet of approach to the runway and will also be used in conjunction with the airport's ILS (Instrument Landing System). The lights begin at the end of the runway and continue east of Highway 63. This picture shows the end of the system. The small white building

beyond the lights houses another navigation aid, the ILS "Middle Marker". The 3,000-foot approach system is marked with a cross bar 1,000 feet from the end of the runway. Another bar of lights marks the end of the runway. The small sealed-beam lights atop the standards face southeast at a slight upward angle. Their intensity may be varied from the control tower, depending on visibility. Eventually a "sequence flasher" will be installed. These sequence flasher lights go on and off in sequence beginning at the far end, resulting in what appears to pilots as a streak of light leading to the runway.



## TIPS FOR TRIPS

Dear Third Regioner:

So you're going to Washington on a temporary assignment, you lucky dog! This is a business trip you are really going to enjoy. As a Missourian you will particularly like the mild climate - it is only slightly humid. Of course some of the hay fever sufferers have difficulty but you probably won't. There are certain times of the year when they do have more than average rainfall, but that is generally only in the fall, winter, spring and summer.

If you plan to take your car, have no fears. There are plenty of parking spaces - if you're a 13 with 30 years service. Washington is a good place to find your way around. A map helps but is not essential. The Division Chief's secretary will gladly serve as your guide for a few manhattans. If she turns out to be a square, any cab driver will gladly tell you where to go.

Washingtonians are real bird lovers. They even have streets reserved for starlings. You had better inquire where these are located as they are restricted areas. Be sure to get a map of the T-4 and T-5 Buildings from one of the beautiful guides they have back there. She will gladly show you snack bars and cafeteria and furnish you with the top secret code used for numbering wings and rooms.

Don't worry about taking your secretary as the girls in Washington are thrilled to drop their crossword puzzles and give you all the help you require.

If you are working with Facilities, be sure to take along your baseball bat and glove. BF-1 thinks the health of their engineers is all important and allows an extra hour at lunch for baseball.

You will find the offices in Washington are real fancy - they have windows. Of course you can't open them but the air conditioning makes working conditions most comfort-

able - if you aren't in an office with someone who doesn't like air conditioning.

Everyone really enjoys his work in Washington. In fact they like it so much they generally work until 10 or 11 at night. Of course you can save lots of money in this way. When you finish work just curl up on a desk and save hotel bills.

So we wish you bon voyage and be sure to tell all those nice people back there "Hi" for us.

A Former Washingtonian

P.S. Just so you will relax and not have a worry in the world, we promise to save all your work for you till you return.



Continued from page 4

quests for Aid for fiscal year 1961 will be received until November 1, 1959. Our review must consider the most important items contributing to safety of flight operations on the airport. One of the important tools in evaluating programming proposals is the current master plans maintained by the sponsor and approved by the FAA. The Airports Division is increasing its emphasis in the Airport Working Group and the Regional Coordination Committee on the relative importance of various phases of airport development. It is obvious that at some locations the extension of a runway will have the highest priority, while at another the construction of a control tower or other construction, or land or clear zone acquisition may be of first order importance.

We in the Airports Division are making a concerted effort to administer the Federal-aid Airport Program and provide certain advisory service to municipalities, in order that the National System of Airports may meet the needs of civil aviation in the years lying ahead.



## IT ALL BEGAN WITH MAINTENANCE

by Fred W. Zellmer, KC-223  
Air Carrier Maintenance Inspector

Part I of this article was in the August issue of FLIGHT LINES.

In order to make the program of inspection, surveillance and investigation work in this region, we have specialists in maintenance and electronics at the following locations:

### ACSDO 31 - Chicago

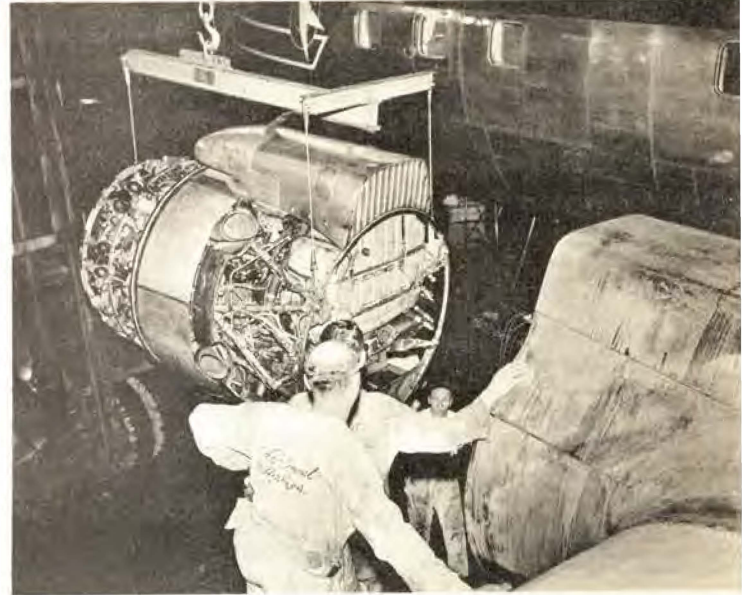
This office monitors Chicago Helicopter Airways, the only operation of this kind in the region. Along with this responsibility, the office provides Assistance to other regions by maintaining watch over the scheduled and supplemental air carriers using Midway and O'Hare Airports in the Chicago area and Milwaukee, Wisconsin.

### ACSDO 32 - Indianapolis

Lake Central Airlines is based within this area. This office monitors one of the three "feeder" air carriers based in this region. They also oversee the activities of Purdue Aeronautical Corp. based at Lafayette, Ind. This office also provides service at the Allison Engine Division of General Motors whenever Allison engines from Lockheed Electras are returned to the factory for overhaul and inspection for engine time extension.

### ACSDO 33 - Kansas City

This office has the tremendous task of following the activity of Trans World Airlines, now operating a fleet of over 200 airplanes. The overhaul on this fleet is conducted at the Company's Mid-Continent International Airport, Parkville, Missouri. This activity requires the full time services of the staff. The personnel in this office have been very busy being trained in preparation for the Jet Age. TWA has started service with its Boeing 707 jet-powered airplanes.



Northwest Air Lines maintenance crew changing engine on a DC-7.

### ACSDO 34 - Minneapolis

This office has the responsibility for Northwest and North Central Airlines, both based in this area. NWA is just beginning service with Lockheed Electra 188C which is powered with the Allison turbo-prop engine. NOR has acquired Convair CV-340's to add to their fleet of DC-3's.

### ACSDO 35 - St. Louis

This office is responsible for continuous and safe operation of Ozark Air Lines whose main maintenance base is at St. Louis. OZA is certificated as a "feeder" air carrier. After many years of operating Douglas DC-3's, the Company acquired the Fairchild F-27 to speed up service on its routes. They have acquired a new operator, Executive Air Transport, recently certificated as a charter carrier.



#### ACSDO 36 - Ypsilanti

This office is also responsible for a CAR Part 45 Commercial Operator, Zantop Air Transport, Inc., a charter freight carrier based in this region. In addition, this office provides surveillance on carriers for other regions at Detroit City Airport, Detroit Metropolitan and Willow Run.

These District Office personnel are given technical assistance by the staff of the Chief of Air Carrier Maintenance based at the Regional Office in Kansas City. The Chief and his staff are in constant demand as advisors on the many maintenance problems that are encountered. They are also available as mediators when items of controversy are encountered by the District Office personnel in their contacts with the air carriers.

With due respect to the maintenance people in our region and the other regions, this never-ending vigilance is not quite sufficient to prevent an occasional complete breakdown which may be the cause of an accident. In the years past the largest cause factor for accidents has been the pilot. The trend on pilot-caused accidents is downward but accidents from material causes have increased.

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Chicago Helicopter Airways conducting pre-flight inspection prior to start of scheduled flight.



The inescapable conclusion is that the same degree of quality control exercised in the production and maintenance of reciprocating engine aircraft is not good enough for jets and prop-jets.

The increased performance in today's jets requires new standards of quality control and reliability from the design stage to maintenance and overhaul. We cannot afford the luxury of a major accident to discover deficiencies.

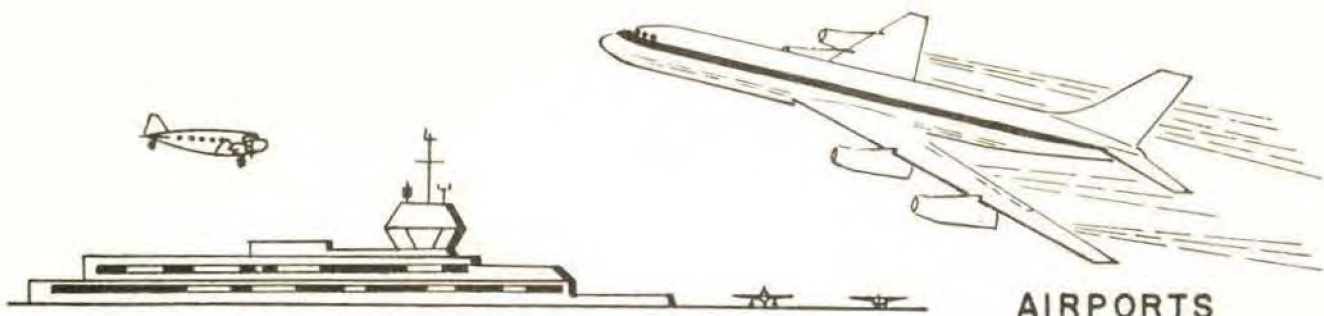
Thus, with the advent of the jet age, there have been some rumblings about the limitations of our maintenance people; that aircraft are too complex for them; that we should replace the maintenance man with engineers to maintain and repair the equipment. A study was conducted by the Air Force in which a group of engineers were measured against an equal number of maintenance technicians with the same specialty. Both groups performed identical functions of maintenance and repair of equipment under the same conditions. The engineers were superior in ability to troubleshoot and isolate difficulties but their repair work malfunctioned more frequently after repair. The maintenance technicians required more time to troubleshoot and isolate difficulties but excelled in the areas of tedious repair functions involving patience and skill with the hands.

Thus, agility of the mind which is free thinking, education and training, skill with the hand, on-the-job training and years of experience, pride in accomplishment, typify the air carrier maintenance man. All that is needed to meet today's and the future's challenge is adequate instruction, the proper tools and the incentive to do our utmost to prevent major accidents.

In conclusion, we may say that great strides have been made in aviation since the Wright Brothers' first flight. Each step along the road has led to improvements in design and

Continued on Page 26.





#### HAVE SLIDE RULE: WILL TRAVEL

Photographic proof of the collaboration between FAA Field Offices. Jim Colton of GSDO No. 22 and Bob Clark of ADO No. 1 are here coordinating their work at Dodge City, Kansas, on August 27, 1959. At the risk of detracting somewhat from the sinister stature of these two characters, we note that the suggestive background is part of a replica group of buildings depicting them as they existed in the old rough-and-tough days. In all fairness, however, we hasten to add that in that era these two worthies would no doubt have qualified as "Dillon's Deputies".

#### FEARLESS DEFENDER AT THE OUTER BASTIONS

It is mighty comforting and a source of pride to us mundane plodders to have in our midst in the Regional office a shining knight, ready on a moment's notice to reinforce the nation's bulwarks against aggression. Humbly, we pay tribute to Herman Lindsay, erstwhile Airport Engineer, Navigator in the Air Force Reserve, each time we reflect upon our luxuriating in the dream climate of Kansas City while he braves the rigors of

palm trees, glistening beaches, emerald water and goodness-knows-what outlandish kinds of drinking fluids while on one of his Reserve missions.

*Ad astra per aspera! Yessirree-bob.*

To allay the natural curiosity of ADO personnel as to their counterparts, we will run as received pictures of the several District Office staffs. Fittingly, from the standpoints of District number and promptness in responding to our request, we start with a picture of the personnel of the Airports District Office No. 1, Kansas City, Missouri.



Left to right: Leo J. McNeill, Airport Engineer; Donald R. Stockdale, Airport Engineer; Janice Cargile, Secretary; Marjorie Nesom, Stenographer; Howard M. McGuire, Airport Engineer; Donald J. Bollard, Program Officer; Robert W. Clark, District Airport Engineer; and (in the back row) John W. Barber, Deputy District Airport Engineer.

"A 'SPONSOR' BY ANY OTHER NAME..."

The Federal Airport Act employs a concept which on first impression may have a somewhat odd ring to it. By its use of



"sponsor" it implies no connection with the probation provisions of the Federal Criminal Code nor does it concern the backing of promising young talent, musical comedy, or TV program. Rather, this term designates one or more municipalities, political subdivisions or agencies, of a non-Federal character, concerned singly or jointly with the development of a public airport with the assistance of a Federal grant-in-aid, and otherwise with its ownership, management and operation.

It should be noted that in FAAP airport development, the United States is not directly concerned in land acquisition nor is it a party to construction contracts. Federal grant payments are made by way of participating reimbursements upon outlaid disbursements by a sponsor in the first instance.

Certain basic qualifications must be met in order to qualify as a FAAP project sponsor, and in each case of first impression, the qualifying powers and financing capability of a prospective project sponsor is reviewed and determined by the Regional Attorney.

Embracing a wide gamut of character and makeup, they derive their powers to own, develop and operate public airports by virtue of authority to do so conferred by their respective state legislatures. In general they fall into one of two categories: (1) established municipal corporations and political subdivisions, such as cities, villages, counties and townships, where the airport powers have been conferred by amendments to basic statutes, and (2) special-purpose entities, specifically authorized by the legislature to be established by referendum (or, in certain instances, established by the act itself for a particular purpose in a particular location).

Within Region 3, the widest variety of types of eligible sponsors is to be found in Illinois. In addition to the "Cities and Villages Act" containing full empowerment respecting public airports, counties as such (acting through their boards of supervisors),

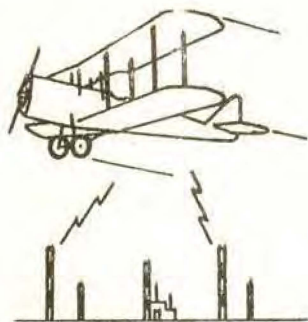
semi-autonomous county airport commissions, park districts, armory boards, "airport authorities" and particular-location "port districts" are authorized to own, develop and operate public airports. Also the University of Illinois is given full statutory powers with respect to development, ownership, and operation of a university airport, which also serves the public of the local communities.

Under the Illinois Municipal Airport Authority Act, airport authorities, when established pursuant to referendum, are truly autonomous municipal corporations with their own taxing and bonding powers. They may encompass any geographical territory as defined in the original Petition for Referendum, provided that it must include all of the area of any township or incorporated city or village affected. Within the geographical territory of such an airport authority, it has the exclusive powers and authority respecting ownership, development and operation of public airports and of airport zoning.

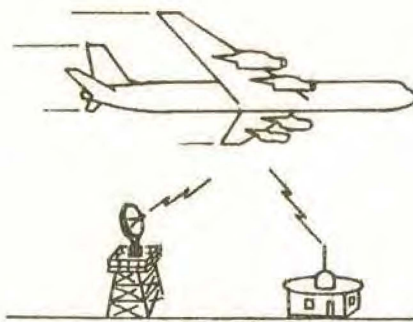
In the sense that such airport authorities are completely separate municipal entities, they are not representative of other municipalities and political subdivisions. In the sense (1) that municipalities and political subdivisions are included within the geographical territory of an airport authority, (2) that the Members of its Board of Commissioners are appointed by the Mayor or Village President of each incorporated city and village included in its territory and at large by the County Judge, according to the statutory formula, and (3) its airport facilities are available for use by the public, an airport authority may be said to be representative.

By special acts of the Illinois legislature, there have been established the Waukegan Port District and the Tri-City Regional Port District; these are independent bodies politic and are given exclusive authority within





1925



1959



TOMORROW

# AIR TRAFFIC CONTROL

"FAA's MOST CHALLENGING MISSION"

## BUG THAT BIRD

The Station Chief at Pierre, South Dakota, relates an amusing (?) incident concerning Mr. Cecil Ice and his encounter with a hawk while spraying crops near there on August 12. Mr. Ice's plane struck the hawk, breaking its wing. He landed, placed the wounded bird in the plane, and headed for the Pierre Municipal Airport. The bird came to life just at touchdown time and proceeded to clamp its talons and beak into the back of Mr. Ice's head, making for a rather erratic landing, to say the least. By the time he had rolled to the hangar, Ice was really giving the "panic button" the works, as the hawk was determined to remove "the obstruction to freedom"; namely, Mr. Ice. Airport employees rushed to the rescue, and Mr. Ice was taken to the local hospital where he received treatment and was released. If "kindness to birds and animals" was Mr. Ice's motive in rescuing said hawk, it just could be that his previous benevolent tendencies have undergone a sudden and drastic change.

## GRIPES & GROANS

During the first two weeks of each month many groans can be heard coming from the direction of the Program Control Staff, KC-502, the gripe being monthly traffic reports from each of 122 Air Traffic Control facilities. These reports contain a multitude of facts and figures, each of which must be checked and double-checked for accuracy before submission to Washington on the 13th of each month. Monthly inaccuracies in Forms ACA-2341 and ACA-299.1 have been recorded as follows:

<u>Month</u>	<u>Groans</u>	<u>% of Facilities</u>
January 1959	8 errors	07%
February 1959	15 errors	12%
March 1959	15 errors	12%
April 1959	22 errors	18%
May 1959	13 errors	11%
June 1959	11 errors	09%
July 1959	17 errors	14%
August 1959	11 errors	09%
<b>TOTAL GROANS</b>	<b>112 errors</b>	<b>92%</b>

The errors were mostly in the addition, subtraction and multiplication categories - which is most inexcusable!

The above groans can be eliminated (and sound-proofing removed from the budget for room 120) if the facility chiefs will remember the following:

1. Address Forms ACA-229.1, ACA-2341 and Sample Flight Plans to KC-502.
2. Check and double check addition, subtraction and multiplication before submission. (We are beginning to think 2 plus 2 does equal 5!)
3. Send forms in duplicate. (One is for the RO and one for DCA).
4. Use good carbon paper. Type the forms if possible.
5. Be sure Forms ACA-2341 are properly signed by the facility chief or his deputy.
6. Have forms mailed from the facility to reach KC-502 on or before the 10th of each month.

## DIVISION OFFICE

Here it is the end of September, and the 1st quarter of the new FY, and we have not yet received notice from Washington as to what our approved FY 1960 program will con-



sist of in terms of money and people. This information is much later reaching us this year than usual, since appropriation bills were tied up in Congress until the final day before adjournment. On an interim basis we have been conducting business on a month to month operation held at essentially the same level as we were during June.

As of August 31, the records show we had 3,000 positions (regular) filled in our Division. This is a few over our authorized staffing level for FY '60, due to the results of all-out recruiting efforts in June; however, by slacking off on hiring people until October it looks like normal attritions will close the gap.

#### PLACES VISITED

During the first quarter (July, August, September) the Division Chief managed to visit 55 locations in the Region. Visits were made to: MSP RST ALO CID OKK TOP HUT ICT DSM BTL JXN LAN MBS GEW GRR MKG TVC PLN INR SSM GMICMX EAU AUW GRB MKE MSN LNR LSE RWF AXN FAR JMS BIS DIK MOT ABR HON PIR PHP RAP CDR BFF SNY LBF GRI MLI STL IND PIA JOT MDW ORD CGX BRL. In most instances members of the Regional Administrator's office and Personnel Division were also able to participate in these trips, allowing them to become familiar with your facility. We hope to continue these visits and reach a few places we have not seen so far this past year.

#### MUTUAL AID PLEDGE SYSTEM (MAPS)

Our Division has had the misfortune of losing two members of our MAPS due to deaths that occurred during the month of September; Cecil Gray (STL Center), and Charles Moshier (IND Center). This would be a good time to remind all MAPS members to be sure their MAPS records of beneficiary, address, etc. are up to date and, if not, send in corrected information promptly. Also, we feel that there are a great many potential members who have not joined yet. The two recent loss-

es are the first in more than 18 months, so we are not sure what the MAPS fund currently pays a beneficiary; however, it should be approximately \$6,000. We will receive a report in the near future from the most recent beneficiaries. This is a very worthwhile program which serves a valuable purpose for the family of a deceased member and we recommend that each facility chief and other MAPS members in the facility discuss the program with any non-members and new employees and try to encourage additional participation. We don't know of any other \$5 investment that will yield as much return - of course the guy who pays in the \$5 doesn't collect, but his wife and family will. Remember this, even the healthiest man in the organization can get clobbered by another car on the way to or from work, or while driving to the corner grocery store! Unfortunately, death has an impersonal way of reaching into the ranks of all employees, regardless of age bracket, state of health, grade level, or location - and without warning. Join your MAPS. Today!

RECOGNITION: During a recent flight on September 16 to visit the facilities at PIA JOT MDW, we were accompanied by Messrs. Newman (KC-3) and Thomas (KC-90). A minor in-flight emergency to a passenger arose while we were enroute between UIN-PIA and E. J. T. rose manfully to the occasion. In recognition of his initiative and ingenuity on this occasion, he was presented with a suitable trophy by the Regional Administrator in an assembled meeting of all Division Chiefs and Staff officers, which he accepted with becoming humility. Unfortunately Mr. Benedict and his camera were not on hand to record this ceremony for publication in FLIGHT LINES; however, E. J. T. will gladly furnish details of the incident that gained him this recognition, on request, and even though he will probably modestly decline to, he might even be persuaded to display the trophy he received. Ask him.





DEAR SIR:

Inquiries received from our District Offices included the following: From St. Louis "Mr. Ireland, we do have some terrible problems to solve here as you will note by the attached copy from an official of Berkeley."

"Civil Aeronautical Administration  
Department of Commerce  
1114 Market Street  
St. Louis, Missouri

Gentlemen:

We have now had a total of five complaints from citizens in Berkeley reporting that toilet bowls are cracking from planes flying over Berkeley. Please advise what we can do about this. /s/ Gordon E. Olson, City Manager"

Questions and answers which appeared in the Minneapolis Tribune:

Q. I'd like to know to whom I should write, sir. I got something both army and civilian airliners can use in case of accidents like the one in Utah. If each plane carried this thing I've got, them poor guys would be alive today and many more besides.

A. WRITE: Chief, General Safety Division, KC-250, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Missouri. 2465th Air Base Group.

One of our old-timers, Inspector Don Woods of the Wausau, Wisconsin GSDO, has applied for a medical retirement. Don has been with General Safety since 1940 and served in various offices throughout the Region. He and his wife Mary plan to take an extensive vacation in Florida and California. Don leaves with all the best wishes of the Division.



W H O I S O U R  
M Y S T E R Y P I L O T ?

#### NEW FACES IN THE DIVISION ARE -

George C. Hay - Operations - Detroit GSDO

Carl L. Edmison - Operations - Des Moines GSDO

Harold P. Chadderson - Maintenance - Lincoln GSDO

Eli L. Jerome - Operations - Minneapolis GSDO

Josephine E. Heffern - Clerk - Steno - Springfield, Ill. GSDO

Betty L. Davidson - Clerk-Typist - Lincoln GSDO

Geraldine Doyle - Clerk-Typist - Milwaukee GSDO

Lillian O'Brien - Maintenance Branch, Regional Office

Rosa M. Clay - Operations Branch - Regional Office





#### NEWS FROM THE DISTRICT OFFICES

You've all heard of "the roof falling in". This actually happened when our Chief, George Ireland, visited one of the District Offices. Just what transpired to cause this accident is a carefully guarded secret.

More and more highway traffic patrols are being equipped with aircraft. The latest state to utilize aircraft is Indiana. They have just arranged to put four helicopters on patrol duty.

Experimental Aircraft Association held its annual flying meeting at Rockford Airport, Rockford, Illinois. There were approximately 70 amateur built aircraft on display. This

meeting was attended not only by our Chicago GSDO personnel, but representatives from the Maintenance Division in Washington. The interest in amateur built aircraft continues to increase, GSDO #8 reporting some 14 aircraft in various stages of construction.

The Olin-Mathison Company will accept delivery of their new F-27 Fairchild some time in December. This aircraft is becoming quite popular as an executive transport, and many of the larger corporations have placed orders for this ship, several having already been delivered.

Scheduled to be released shortly are some of the huge high altitude free balloons. These will be released from the Strato Bowl approximately 8 miles southwest of Rapid City. These flights are being conducted by the United States Navy for scientific research purposes. Because of the immense size of the balloons and necessity for inflating them in relatively calm air, deep pits or natural bowls must be used to successfully launch the balloons. Both our Minneapolis and Rapid City offices have experienced considerable activity with research companies experimenting with these high altitude balloons.

#### ACTIVITIES OF OUR INSPECTORS

During the past summer, our GSDO's have been busy issuing waivers of the CAR for all types of air shows. These air shows normally cannot be held without some conflict with Civil Air Regulations. Because of the high local interest and the entertainment value of these air shows, it is necessary for their sponsors to contact our District Offices for a waiver of the Civil Air Regulations. Prior to the issuance of a waiver, our inspectors will review the proposed program to determine whether or not the air show can be conducted without endangering the spectators. Each site, normally an airport, must be inspected, deadlines provided to separate the acrobatic area from the spectator area, and suitable barriers provided for the con-



trol of the spectators. Since the majority of air shows are conducted during the summer months, it places an extra work load on our offices.

The Civil Air Regulations that are waived are specifically designed to protect persons and property on the ground. Naturally, when a waiver is issued, the inspectors must be assured that the experience of the personnel participating in the air show will permit all maneuvers to be accomplished safely. This is one of the behind-the-scenes activities of our inspectors. A well organized, well run air show must be monitored, but if proper preparations and safeguards have been taken, the show is not only entertaining but safe.

Our mystery pilot took his first airplane ride in 1929, and immediately began his flying lessons. The ensuing depression curtailed his future in aviation. He entered the United States Air Corps as a flying cadet in 1931, graduating the following year, after several years of active duty flying the Boeing B-10's and B-12's. Also during this period he was one of the military pilots assigned to fly the airmail when contracts with all the airlines were cancelled. Upon completion of this assignment, he returned to the bombardment squadron at Langley Field and was one of the first pilots assigned to the newly formed B-17 Squadron. In 1937 he was transferred to Randolph Field as an instructor and remained there until his assignment with CAA/FAA in 1939. During his tour as inspector at Randolph Field he had the pleasure of instructing many of the CAA inspectors who were sent there for training. After joining the CAA he spent some time in the Cincinnati and Louisville District Offices. He was recalled to active duty with the Air Corps for World War II and was stationed at Wright-Patterson at Louisville and Colorado Springs. When released from active duty, he reported back to the Louisville GSDO, and in 1946 was

transferred to the Indianapolis GSDO where he is still stationed. He married his present wife, Leah Bell, upon his graduation from Kelly Field in 1932. They have two sons, Edwin, Jr. and Jimmy. Edwin graduated from college this year. Jimmy, his 9 year old son, leads him a merry chase around the home in suburban Indianapolis. His hobbies are confined to his basement work shop and photography. Jimmy is an eager beaver, and in order to keep up with him, his father became the Little League Baseball Commissioner for the Indianapolis district. His fondest hope is to return some day to south of the Mason-Dixon Line.

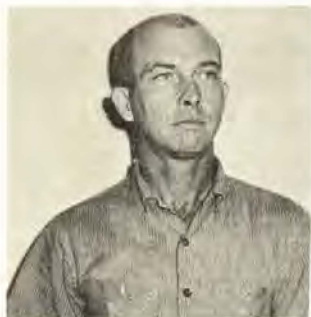


Our mystery pilot is ED JOYCE, Supervising Inspector Indianapolis GSDO.

#### Answers to Radiological Problems

1. 38 roentgens.
2. 2-1/2 days.





Dale A. Miller



James R. Smith



Emmett L. Brotherton



Emma M. Pratt

### PERSONNEL, BACKGROUND AND HOBBIES of AEDO #43

Personnel of the office include: Dale Miller, Supervisor; James Smith, Manufacturing Inspector; Emmett Brotherton, Manufacturing Inspector (trainee); and last but not least Miss Emma Pratt, who recently transferred to this office from the Office of the Air Force Plant Representative, Boeing Airplane Company, Wichita, Kansas.

Mr. Miller was with Cessna Engineering and Inspection Departments prior to coming to work for the CAA in 1944. His first assignment was aircraft factory inspector at the Stinson Aircraft Factory in Wayne, Michigan, a suburb of Detroit. He served there until 1946, was transferred to the regional office in Kansas City, and then transferred back to Wichita in 1949.

Mr. Miller's major interests are his wife, Helen and two children, Dale, Jr. and Craig ages 7 and 10 respectively. He is also a "do-it-yourself" enthusiast and at present is busy getting settled in and remodeling his home after moving to a farm west of Wichita. The Miller family has recently acquired a pony and they are all busy learning to be equestrians (at the present time it's a question of who is learning more from this experience, the Millers or the pony!)

Inspector Smith served until October 1945 with the Air Force as a ground radio operator. From that date and until 1948 he was engaged in construction work. Thereafter

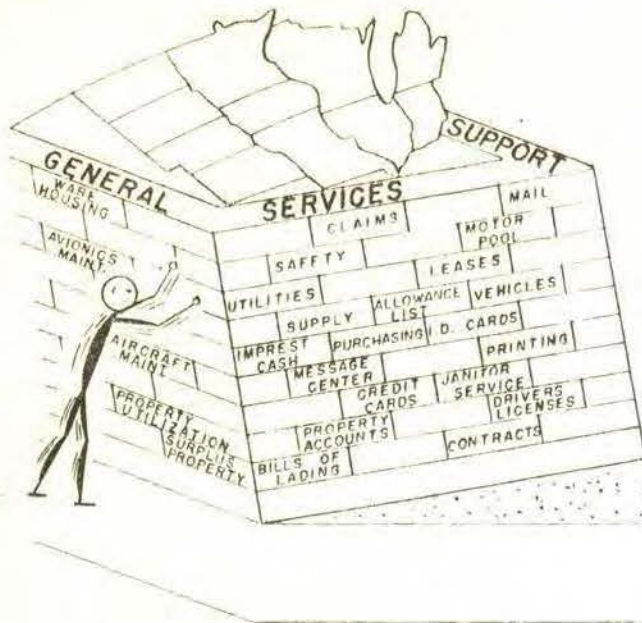
until 1949 he was with the Navy Ordnance Inspection Office at Hastings, Nebraska. From then until 1957 when he came to work for the FAA in Wichita, he was with the Bureau of Aeronautical Representatives, Westinghouse Aviation Gas Turbine Division, Kansas City. Mr. Smith's major interests are his wife, one boy, Jerry and two girls, Jeannette and Judy. Mr. Smith's other hobbies are scouting, in Valley Center, suburb of Wichita where he has made his home; woodworking; do-it-yourself projects and baseball. Since moving to Valley Center Mr. Smith has been active in establishing scouting and baseball interests. He has served as scout master and is now serving as committee chairman. He is manager of the sub-teen baseball league, which last year captured the Kansas State championship.

Inspector Brotherton was a member of the Quality Control Department at Jenco Aircraft Corporation, Shawnee, Oklahoma and Aero Design and Engineering Company, Bethany, Oklahoma prior to joining the FAA March 9, 1959. Reporting for duty in Wichita was like returning home for Brotherton as he was employed by Wichita Division of Boeing Airplane Company in 1951 and 1952. Emmett's primary interests are his wife, Norma and two sons, Terry and Tony. His main hobbies are hunting, fishing, and baseball.

Miss Emma M. Pratt joined the staff June 1 of this year, transferring from the USAF Plant Representatives Office, Boeing Air-

Continued on Page 22





### NEW REGIONAL DIRECTORY

A Regional Directory of offices and facilities was published and distributed in September. The directory has been prepared for general operation use, and for the assistance of everyone in answering inquiries concerning location of FAA offices in Region Three.

The directory includes an alphabetical listing of all offices and facilities with shipping, mailing, and telephone information, and an alphabetical list by state and city.

To keep the directory current, correction sheets are to be issued periodically. As changes occur in any of the data listed, Form KC-543, Directory Information Change, should be sent promptly to KC-170. This form has been made a part of the publication. Additional copies are available from KC-140.

Help us to help you by forwarding changes promptly.

### JET AGE PROCUREMENT

Changes triggered by jets, moon-shots, and space ships, are beginning to enter the Procurement picture as FAA personnel strive to keep abreast of the technical advances in aviation, electronics, and construction.

A recent indication is the contract initiated with the University of Kansas for transistor training for sixty FAA Electronic Technicians.

Some of the publications recently purchased are: Plane and Spherical Trigonometry;

Standard Handbook of Synonyms, Antonyms, and Prepositions; American Machinist's Handbook; Legal Aspects of Construction; Roget's International Thesaurus; Reference Data for Radio Engineers; and Electronic Designer's Handbook.

Advertising on technical literature is flowing through the Procurement Branch on such subjects: as; Digital Computers, Space Technology, Astronautics, Radio Telemetry, Pulse and Digital Circuits, Silicon Tristors, Fundamentals of Optics, and Passive Network Synthesis - and for those who do keep up - the book "Living with Stress", is advertised as a must.

It will be interesting when we have a facility on the moon. Incidentally, per diem rates for moon travel have not been established. Better check this before taking off.

### FORE!

Procurement's self-dubbed week end golfer, Mary Grogan, is not easily discouraged. Close on the heels of her participation in the Missouri State Annual Golf Tournament (qualified in championship flight to be eliminated the 2nd day), she pitched into the Milburn Ladies' Club Championship tournament the week end of August 29-30, and came out with championship consolation. Could be there's a potential "pro" in our midst. Keep plugging, Mary!!

### ACCOUNTABILITY RECORDS AT ATFO'S

In auditing property records at various ATFO's, we find that in some instances the posting of items of working equipment is not current, as directed in Regional Circular No. 13.

It is mandatory that these items be posted



on the appropriate property system at the time the equipment is received.

In the future we will advise each supervisor of the property inspection date in advance, and we will expect these records to be up to date at the time of inspection.

#### REMINDER

In ordering from OMD, some confusion has resulted when field facilities have made reference to numbers contained in GSA Stores Catalogs. To eliminate this trouble source, please do not use GSA stock numbers on any requisitions sent to OMD.



Continued from Page 20

plane Company, in Wichita. She was one of the early employees at Boeing in 1942 and had the experience of seeing the first test flight of the great B-29. She then enlisted in the Women's Army Corps where she served in various parts of the United States, including Bolling Field, Washington, D. C., from where she was transferred to Germany and served with Hqs European Forces in Frankfurt for over two years. Her career also includes four years in Japan as a civilian employee in the Legal Division of the U. S. Army Hqs in Tokyo. Miss Pratt's hobbies are mainly (you guessed it) traveling - she's been on four continents and only scratched the surface she says; places include such exotic cities as Hongkong, Bangkok, Casablanca, Marakesh; people - friends all over the globe; and things - a special interest in Oriental arts and antiques - among her collection a prized pair of very old Chinese celadon vases.

#### GOODBYE AND GOOD LUCK

The Flight Test Branch recently lost three of their boys by transfer: Robert Faith to Washington, D. C.; Ted Kolankiewicz to At-

lantic City, N. J., and James Thomason to Fort Worth, Texas. Although they are missed we all join in wishing them good luck in their new positions.

#### ALL IN A DAY'S WORK

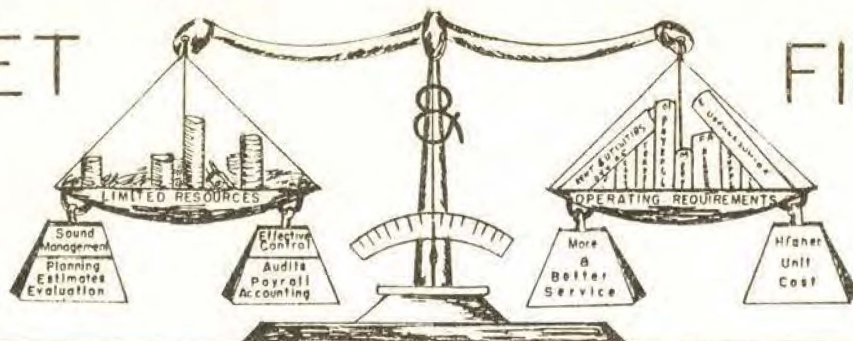
Once there was an Airplane Manufacturer who said to himself, "I will build an Airplane that will fly higher, fly faster, and eat cheaper fuel than any on the market today, and thus I will get ahead of my competition and make me a mint of money"! He called his friend, the Engine Manufacturer and told him of his plans, and the EM replied, "I know just what you want and I will build an Engine for you that will make the A do all these things". So the AM went merrily out and told all his buyers that pretty soon he would have the A of their dreams, and the AM and EM went to work.

The FAA Engineer was alerted and prepared a Type Inspection Authorization for the new E. The EM objected to some of the tests on the TIA because they would take too long and cost too much. He said, "This E is going to be just like its older brother except for this and that, so I should be able to use the older brother's test results". Experience has taught the FE that quite often a new E just won't turn out like the EM intends, so he stuck to his guns and did his duty. The AM joined with the EM in trying to rush him, and everybody was unhappy, including the FE who would have liked to be a Good Joe.

The best laid plans of AMs and EMs sometimes go awry and when the tests were finished they even had to renumber the E because it had failed to come up to their specifications. But it was a little better than its older brothers and while the AM had to back down on his promises, he still had a better A to offer than he had before and everybody was reasonably happy, including the FE who went on to the next project and a repeat performance.



# BUDGET



# FINANCE

## 1454 OR BUST!

Have you heard about the new "1454" club? It is very exclusive. In fact, there are only 9 members! Qualification for membership is good health. Not one of the members has used an hour of sick leave since January 1, 1952. For this reason, each member had 1454 hours of accumulated sick leave at the beginning of the 1959 leave year. Members of the "1454" club are: Alvan L. Bollman, Robert F. Curn, Leonard L. Gavin, Joseph A. Heid, Henry L. Newman, Carroll M. Norgaard, Harry A. Pollock, Frank E. Roman and Ole L. Sawyer.

Membership in our "1400" club is somewhat less exclusive but nevertheless noteworthy. Not more than 1453 nor less than 1400 hours of accumulated sick leave at the beginning of the current leave year qualified the following 74 employees for membership in the "1400" club.

Silas C. Aarskaug	H. Maynard Dixon
John E. Ambler	Donald W. Eaves
Troy R. Amos	John R. Enyeart
Margaret W. Anderson	Dalton E. Ervin
John A. Baumstark	Edwin C. Faust
Arthur L. Bergom	Rolla G. Fay
Norman C. Birkholz	Joseph A. Gould
Clyde R. Blizzard	Clyde H. Green
Ralph N. Bolick	Roger C. Groves
James H. Brasher	Charles M. Haas
John D. Cavallin	Earl R. Harper
Charles R. Cornwell	John J. Herman
Doris J. Dasenbrock	Glen F. Hilts, Jr.
Elizabeth K. Decremer	Raymond J. Huhn
Philip H. Janes	Joseph W. Rezac
C. Homer Jones	Laurence S. Rich
James J. Kampa	Fritz Rieger
Albert A. Keim	Donald K. Risser

Lyle G. Kjer  
Homer A. Knipp  
John P. Korunych  
George W. Kriske  
Earl L. Leith  
Donovan W. Lewis  
Don W. Lowrey  
Aldus O. Lucas  
Bengt J. Lumblad  
Emily J. McClure  
Neil V. McMillan  
Roy Messmore  
Donald B. Murphy  
George A. Murray  
Clarence O. Ninke  
Max R. Otto  
Louis E. Potter  
James C. Powell  
Frank R. Rapsilber

Marvin W. Royce  
Dale E. Russell  
Alexander K. Scott  
Robert R. Self  
Leo E. Shull  
Bennie D. Silko  
Fred D. Sommer  
Ivan W. Starkey  
Ervin J. Stetina  
Maurice J. Stewart  
Joseph R. Sturgeon  
Robert E. Taylor  
Harry S. Troxell  
Robert C. Wallen  
Warren J. Weber  
Wayne T. Wyatt  
Robert P. Young  
Leonard H. Ysidro  
John J. Zimmerman

Congratulations to the members of these two clubs on their good health, which gives them double-barreled protection of their income for later years of employment when they will be older and sickness is more probable.



## STOP AND LOOK!

We recently received a Form W-40 "Employee's Withholding Certificate" showing that a new employee (an AOS in one of our towers) and his wife were both blind. Although we know it has often been difficult to meet the recruitment quota, we didn't know that physical requirements had been relaxed to that extent.

If you will read instructions and questions before you complete any form, it will save time for everyone.



Continued from Page 14

their geographical territories respecting public water and airport facilities. The Minneapolis-St. Paul Metropolitan Airports Commission (which operates five airports) and the Evansville-Vanderburgh (Ind.) Airport Authority District are other examples of particular-location entities created by special act.

Recent legislation in Nebraska has provided for the establishment of "City Airport Authorities". While they have been determined to possess the essential elements of sponsorship in their own right, and may on their own issue revenue bonds, they are essentially airport development and operating agencies for the cities concerned.

Iowa and Indiana statutes provide for local airport commissions, the former permissive and the latter mandatory. They are essentially an agency or instrumentality of a city or a county with members of the public serving by appointment as commissioners. As based on legal review of their meeting the requirements of the Federal Airport Act in qualifying as a "sponsor", we address Grant Offers in such instances in Iowa to the City or County concerned; in Indiana, we address them in the style, "City of Janesville, acting by and through the Board of Aviation Commissioners of Janesville".

In some states, for example, Wisconsin, townships, as well as cities and counties, are given statutory power to develop, own and operate airports.

Not infrequently two or more municipalities or political subdivisions will purport to establish joint airport "commissions" or "boards". While we consider that they are desirable in point of day-to-day airport administration and surveillance, we are unable to find that they are, standing alone, endowed by statute with the essential attributes of sponsorship, and accordingly we address Grant Offers in such cases to the parent governments, and they must be accepted by

execution by officers thereof duly authorized to do so by resolution adopted by their respective governing bodies. Examples:

- (1) Chisholm-Hibbing Airport Commission, representing the City of Chisholm and the Village of Hibbing, Minnesota.
- (2) Lakeland Airport Commission, representing the townships of Woodruff, Minocqua, Flambeau and Arbor Vitae, Wisconsin.

Of course, in a case of a project co-sponsored by more than one municipality or political subdivision, there is direct representation of more than one government. An example is the airport development at Cable, Wisconsin, the project for which was co-sponsored by the Village of Cable, the Town of Cable and the Town of Wamakagon. On many Illinois projects involving both state and local funds, the State of Illinois, Department of Aeronautics has been a project Co-Sponsor.

Certain of the state aviation agencies are themselves empowered by their respective legislatures to develop and operate airports. For example, the Nebraska Department of Aeronautics operates a number of former military airports and the Michigan Department of Aeronautics operates Capital City Airport at Lansing. They are eligible FAAP project sponsors in their own right.

A recent interesting development in the matter of eligible FAAP sponsorship is the case of the Oglala Sioux Tribe, Pine Ridge, South Dakota. After a review of the Tribe's constitution and by-laws and Federal legislation, it was determined that this tribe, consisting of eight communities on the Oglala Reservation, is a qualified FAAP project sponsor provided that any Project Application or Grant Agreement executed bears the approval of the Secretary of the Interior.

#### GOOD GUYS

Thanks to the many field offices who have responded to our plea for news clippings mentioning FAA. Keep up the good work and keep them coming.







Continued from Page 12.

techniques all with the incentive to reduce maintenance and maintenance costs.

It appears that each attempt to reduce maintenance in an area complicates maintenance in other areas requiring new methods of approach to the job. So, regardless of the progress made in aviation, maintenance as a profession cannot be slighted or eliminated. This rule applies not only to aviation but to all of our life which is affected by mechanical devices.

There are many of you readers who would never attempt to fly your automobile, if it were capable of flight, because of the mechanical condition to which you have knowingly let it deteriorate. Mechanics and maintenance will always be with us.

#### FAA GET-TOGETHER

The District 2 ADO sponsored an evening dinner party recently at the Legionnaire Club, Lincoln, Nebraska. Personnel from Lincoln ATCS and GSDO #12 (Union Airport) were invited so that FAA employees from the three offices could become better acquainted. A total of 37 persons were in attendance. The order of events began with a social hour, followed by a dinner consisting of choice prime ribs or shrimp, and ended with entertainment furnished by Roy C. Sagness, who showed his movies depicting "life on the Hawaiian Islands" as experienced by the Sagnesses during Roy's overseas assignment, as well as his movies of their "living it up" while vacationing in Continental Europe last year. The party proved to be such a success that much enthusiasm was shown for a similar gathering to be held within the next three months.

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The fourth Convair 880 and the first one with a fitted interior went into flight-test in mid-August. FAA is using it for functional and reliability tests.

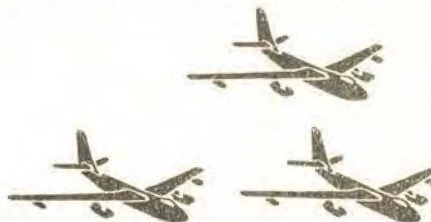
#### SPARE Moments

If you hear any FAA people talking about striking - DON'T PANIC - they are merely exuberant members of the FAA Bowling League! We have within our midst forty employees who fly every Friday night up to the Rockhill Bowl to participate in the bowling fun session. There are eighty-seven members in this League, including substitutes. The top team so far this year is the "Voodoos" with the "Cougars" flying a close second. Newt Myers of the ARTC-KC Center leads with a high scratch game of 208 and P. E. Riney of Air Traffic Control Division has a high scratch series of 618.

Trophies are given at the end of the season to the first place team. Other monetary awards are given for high scratch game and series, as well as various other prizes. Each week prizes are given to those who bowl the most pins over their current averages for high game and high series. A total of \$630 is given in awards.

Officers of the League are Thomas A. Davis, President, Mary Jane McGuire, Vice President, Clyde Smith, Treasurer and Marie Yulich, Secretary.

A Bowling Banquet is held at the close of the season, at which time trophies and prize money are awarded to the lucky members.



A \$709,000 contract for purchase of 26 radar target simulators was awarded by FAA to Servonics, Inc. of Alexandria, Va. The simulators will be used for training FAA air traffic controllers in basic radar procedures, as well as for providing controllers with refresher courses.