FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3

MAY 1961

FLIGHT LINES
FEDERAL AVIATION AGENCY - REGION 3

Vol 3, No 5 Published Monthly for FAA Employees and Their Families

Produced by the Office of
Public Affairs (RM-305)
Federal Aviation Agency
4825 Troost Avenue
Kansas City 10, Missouri

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FROM THE REGIONAL OFFICE

Mr. Halaby has just announced that the proposed Project STRAIGHT LINE plan for establishing 22 field area offices has been cancelled pending further review of requirements for an effective field organization. I know that this is of great personal interest to many Third Region employees, and I am sure you are wondering why this decision was made. You have been advised regarding the deferment of Project STRAIGHT LINE in previous issues of FLIGHT LINES. This issue contains information regarding Projects HORIZON and BEACON. Since they are explained elsewhere, I will only mention here that they have a direct bearing on this decision and on any future plans for changes in the field organization. We should look upon these studies with optimism. This long-range planning should result in administrative decisions regarding our organization which will require minimum changes throughout the coming years as aviation develops under the concepts of the best thinking of men in a position to visualize future requirements.

Most of us have personal problems which have an important bearing on our reaction to any plan which might result in transfers or changes in positions. When reorganizations are discussed, there is always a concern that we may be affected individually. While it is recognized that uncertainties pending the finalization of the FAA field organization may be upsetting, we all should realize the following:

1. FAA is a growing dynamic Agency, having more than doubled its size in five years. Our whole national economy is tied in with this growth. Continued growth is projected which will provide more and more opportunities for advancement.

2. In the large majority of cases, employees will be able to decide whether or not they desire to make personal moves.

3. Regardless of the type of field organization ultimately decided, the basic field work must be done at the many field locations.

4. We must recognize that in any growing organization, changes are necessary to keep pace with progress.

5. It should be encouraging to all to know that major research and study are being made before reorganization decisions are finalized.

6. Because of this approach, whatever decisions are made should be the foundation for a long-term organization requiring fewer radical year-to-year changes.

While we can't forecast the final decision at this time, we can have confidence that FAA and we, as individuals, should benefit. In the meantime, there is much personal satisfaction to be gained from knowing we are a part of the National Aviation Program. Each of us has an important job to do.

You will continue to be kept advised on this subject as more information becomes available.

Henry L. Newman

DEVELOPMENT OF RADAR BEACON TRANSPONDER FOR GENERAL AVIATION

Beginning with this issue of FLIGHT LINES we are instituting a plan of featuring industries and manufacturers within our Region who are producers of important new products used by our Agency or by those for whom we provide services.

This month's feature is on the Wilcox Electric Company, located in Kansas City, Missouri, which company is at present developing a Secondary Radar Beacon suitable for use by the General Aviation segment of the industry.

During January, 1960 the Bureau of Research and Development of the FAA asked the electronics industry for a technical proposal for the development of a General Aviation Secondary Radar Beacon (G. A. T.).

Need for a radar beacon to provide more positive identification of aircraft was recognized as a necessity for the most efficient movement of aircraft. At present, ATC procedures require use of a transponder in all civil jet aircraft normally operating at flight level 240 and above. With the advent of beacon equipment for smaller aircraft, additional use of this more positive identification can be expected, which will of course result in better control of traffic for aircraft so equipped.

A bidder's conference was held with the FAA Bureau of Research and Development, Washington, D. C., in March of 1960, and was attended by more than one hundred interested electronic companies.

During May of 1960 an FAA evaluation team representing general aviation, military aviation, commercial aviation and other interested parties assembled to review the technical proposals submitted in response to the bid. Before opening any proposals the evaluation team designed a score system for evaluation involving the technical capabilities of the bidder, uniqueness of his approach to the design, the cost of the product developed to General Aviation, the reduction of weight, size and input power and his general compliance with the Secondary Radar Beacon System.

After the scoring of the technical proposals the development costs were reviewed by the Contracting Officer and on June 24, 1960 a development contract for the G. A. T. was issued the Wilcox Electric Company, Inc., to proceed as outlined in the technical proposal.

The contract called for Wilcox to deliver five (5) prototype units to the FAA Bureau of Research and Development by June, 1961. The first unit is now in the stages of final testing (see cover) and will be delivered in May, 1961, for evaluation by the Agency.

Throughout the past year the progress of the development has been monitored by Mr. Kenneth Wise, FAA/BRD Project Manager. The front cover photo shows Mr. Wise and Mr. Richard Donovan, Wilcox Project Group Leader, performing some tests on the first G. A. T. prototype.

The Wilcox proposal for the G. A. T. estimated a cost to General Aviation of less than $1,500 a system and marketing plans for this unit are shaped towards serving an immediate market of 5,000 - 6,000 aircraft, plus an additional 1,000 new aircraft each year.

The addition of this low cost, lightweight transponder to the General Aviation fleet will be a major step forward in the solution

of the Air Traffic Control problem our industry faces.

The transponder will enhance the present primary air surveillance radar echo and allow positive identification of all transponder equipped aircraft. Sixty-four coded replies are available to the pilot as well as a special identification reply.

Wilcox has been the major supplier of commercial airline transponders, having delivered more than 500 units to such airlines as Braniff, Delta, Eastern, Pan American, TWA and KLM.

The Wilcox Company also produces a complete line of aviation products, both airborne and ground based for the commercial airline and General Aviation market.

Several states in the midwest have installed the Wilcox Model 482 ground base TVOR station to supplement the FAA stations in their area.

The Wilcox Electric Company is not new to the aviation trade as a manufacturer of equipment in the communications and navigation field, having been founded in 1931 by Jay V. Wilcox.

Since that time, its interests have been devoted exclusively to the development and production of reliable radio communications and navigation equipment for both ground and airborne installations. Today, Wilcox is a predominant producer of complete VOR stations with over 300 installations in use by foreign and domestic government agencies, military establishments and private concerns throughout the world. Many other types of Wilcox ground station equipments are in daily use by leading airlines, the U. S. Military, numerous foreign governments as well as state and local law enforcement agencies.

During the late 1940's Wilcox developed a 70-channel transmitter, receiver, power supply package. This was the first of the high-powered multi-channel airborne equipments developed after World War II for the commercial market. A few years later this was superseded by the more advanced 180-channel Type. At the same time, associated items such as the Type 429 Glideslope Receiver and Type 441 Computing Automatic Tracker were introduced. During this period certificated air carriers such as Eastern Air Lines, Braniff, North Central, Hawaiian, Bonanza and Aloha of Hawaii selected Wilcox airborne equipments for their fleets.

Just as there has been an increasing trend to more extensive use of business aircraft in the past 10 years, so there has also been an increasing need for more electronic equipment capable of operation compatible with our complex traffic control system. With a fixed allowable aircraft gross weight, there was but one way to go in the design of modern equipment. It was inevitable that Wilcox should develop the CANARI SYSTEM, the first lightweight, compact system incorporating airline type-certificated equipment for the executive market.

Typical aircraft for which complete CANARI installations have been designed and fabricated include Aero Commander, Beechcraft Travelair, Queenaire, and Super 18, Convair Metropolitan 440, Douglas DC-7 and DC-8, the turboprop Lockheed Electra, Fairchild F-27, and Grumman Gulfstream.

During the more than twenty years of its existence, the Wilcox Electric Company has seen the electronic industry grow from a relatively small business to an industry of vast proportions and importance both in civilian and military fields. The industry is constantly expanding and it is the intention of the Wilcox Electric Company to keep abreast with new developments and to take full advantage of every new technique which this company or others may discover. To this end, a considerable investment has been made in the company's engineering and research facilities during the past year.

FACILITIES & MATERIEL

FIELD DIVISION NO. 3

HORIZON
BEACON
SEARCHLIGHT

Three words that are being expressed more each day, and for good reason, are the ones used in our title this month. Horizon, Beacon, and Searchlight are not strange words to those of us in aviation generally, but they have a peculiar significance today, and it is appropriate for us to understand what is meant by each one. Most important that we understand is how each one might affect us individually or as a group.

You've all seen articles about the goals of each effort, but sometimes it is difficult to tie our own effort into the total scheme of things and particularly tie our job into one of these words and determine what will happen to us when Beacon, Horizon, and Searchlight are finished. Just how will we be affected when Project Horizon is given to the Administrator and he, in turn, is prompted to act in several ways because of the report. When will all this take place? I am definitely interested, and in the thought that you are too, I have explored these projects to learn the possible effects.

Taking them one at a time, it is logical to look at Project Horizon first and examine the mission and the possible conclusions. Recent publicity has described an impressive array of talent as the list of those assigned to the project is made known. Aviation industry people from across the nation are to clearly bring into focus the national aviation goals that we should all be working toward. This is no small task, and some of us may be contacted informally at times to give expression to some things that should be done for a better aviation environment. We are not necessarily looking for ways to increase our workload in order to support more manpower. Rather, we should search for those things that will serve the new aviation demands in the most practical manner.

What results may come from Project Horizon obviously are not clear today, but it is most reassuring that such an objective pattern of research has been launched, in order to keep our goals as clear as possible as we approach the Horizon beyond today. The immediate effect of this study is not so important as the long-range effect. It has the potential of opening new areas of effort for us in FAA as well as industry. A new system of navigation may be essential to the peculiar aircraft of the future. This may mean modification of our present system or maybe supplementing our present-day equipment with additional features to serve the needs. The things we've done so far appear to be in the right direction to satisfy our present goals.

Project Horizon lends support to our present work as it confirms the established goals that we are working toward. It leads us into the future with confidence as it spells out the national aviation goals that should be realized ahead in the next ten years.

The next word is "Beacon," and actually it should be discussed along with Project "Horizon" in that the effort will be correlated. It is a separate task force but will work closely, because it specifically must provide for the aviation atmosphere that is defined under Project "Horizon."

Project "Beacon" has the responsibility of preparing a plan for "an orderly and

economic evolution of the present system of air traffic control in pace with continuing advances in technology and nation needs." This is amplified by the President's statement that the nation must have "a well conceived plan for managing air traffic now and in the future."

As Project "Beacon" pursues its task, it will conduct a scientific, engineering review of the nation's aviation facilities and related research and development programs. Our present system of air traffic control will be examined and the needs of all users, present and future, along with present research in this area, with a specific goal of recommending a "practicable long-range plan to insure efficient and safe control of all air traffic within the United States."

The results of Project "Beacon" will give a more detailed clue to just what will be required in the way of different national systems for air traffic control. Those who are technically inclined can imagine "way out" what this might mean to us as individuals as well as an Agency.

As to the when for these reports - it's June 1 for Project "Horizon" and July 1 for Project "Beacon." That's not far off, and I'm repeating a bit, but I'm most interested in the content of these reports and urge your reading of them also.

Let us look at Project "Searchlight" a minute, and it probably is the one that will generate the most interest (at least in the Systems Maintenance Branch). This report has several of our own people "up to their ears" in work right now. It will result in a better understanding of the Maintenance Task and what it demands in the way of a supporting organization. It will lead the way to changes in the Systems Maintenance Branch and the field offices, now called Systems Maintenance District Office (SMDO) instead of ATDO's, and Systems Maintenance Sector (SMS) instead of ATFO. The name change is only the beginning, and lest anyone be disturbed on immediate organization shifts that would call for people to move around, I can only say that nothing I have seen to date looks as if it will provoke massive relocations of people.

In quick review, then, we see the three words Horizon, Beacon, and Searchlight are going to remain in our daily vocabulary for some months from now on. A clear "Horizon" is always a fine thing for the aviation-minded. Simply expressed, it says we know with more certainty where we are going. A clear "Beacon" is always good in that the way is pointed without question. A probing "Searchlight" is quite welcome because it enables us to show to the world what we're doing and thus justifies our needs, which often sound peculiar to those outside the aviation "fraternity."

Should you have some specific questions, send them to the "Askit-Basket" in care of FM-3000, and we'll get you some answers next month.

Clyde W. Pace Jr.

PROJECT PIPELINE

FAA has launched itself on a one-year attack on red-tape and inefficiency in its own agency supply practices. Called "Project Pipeline" a study of "supply systems of other commercial and government agencies that have extensive distribution operations and some supply responsibilities comparable to FAA's." Goal is substantial dollar savings while improving quality and speed of service. A study staff of six or seven full-time employees, headed by Jack B. Hogan, Assistant Chief of the Materiel Program Division of the Bureau of Facilities and Materiel, and Ollie L. James, Property Policy Branch Chief of the Office of Management Services will conduct the study.

ESTABLISHMENT BRANCH, FS-3300

Alan Glass, Chief

"Vic" Chab, Assistant

Office of the Chief develops and promulgates regional (as well as Washington-developed) policies and programs for establishment of air navigation facilities; establishes and enforces regional (and Washington-developed) standards for planning, engineering, survey, site selection, construction, installation and commissioningof air navigation facilities; organizes, directs, and controls all activities of Establishment Branch in regional headquarters and field; evaluates engineering, technical, managerial, and other aspects of establishment programs in headquarters and field; represents Division Chief on matters within jurisdiction of Branch; develops requirements for technical data to be obtained by flight inspection and other means for air navigation facility investigation, installation, and commissioning purposes; establishes and maintains liaison with military and other agencies on establishment matters.

"Bob" Curtis, Chief

PROGRAM STAFF
SECTION
FM-3310

"Marty" Noteboom
Special Projects Officer

Program Staff Section develops regional recommended programs to establish, modify and modernize air navigation facilities and systems; performs preliminary field investigations and assembles data for use in systems planning; assembles statistical and engineering data on air traffic flow, industrial development, aviation trend and population, and applies such data to formulate specific regional recommended programs; develops and assembles coordinated over-all engineering plans, cost estimates, and technical justifications for budget and programming purposes; formulates over-all work schedules; disseminates coordinated work program data and fiscal resources to other sections; coordinates and controls establishment work efforts and funds from programming viewpoint; reviews progress, determines and recommends ways and means program goals can be met; furnishes technical, engineering, fiscal, and programming advice and information, establishes and maintains liaison with military aviation, public, and other agencies on establishment matters; evaluates and coordinates requests for performance of establishment type work financed by other agencies on a reimbursable basis.

PLANT ENGINEERING SECTION, FM-3360

"Arch" Wade, Chief

"Hank" Williams
Staff Engineer

Plant Engineering Section plans and organizes regional program for constructing or altering visual aids and plant and structures portions of air navigation facilities and systems, including landing areas and airports, and community facilities, properly time-phased with Electronics Engineering Section's work programs; determines manpower, plant, fiscal and other resources needed to accomplish such programs; accomplishes all technical and engineering activities relative to civil, architectural, structural, mechanical, and electrical implementation of air navigation and air traffic control facilities, accomplishes engineering activities in connection with regional procurement of plant establishment supplies, equipment, and materiel, reviews and evaluates technical and engineering aspects of bids submitted for contracts; accomplishes work by field forces or others; provides supervision, inspection and technical acceptance of work performed by contract; evaluates progress and accomplishment aspects of plant engineering work programs; provides specialized data and engineering consulting services as required.

ELECTRONIC ENGINEERING SECTION, FM- 3380

Floyd Emanuel
Chief

Kermit Karns
Staff Engineer

Electronics Engineering Section plans and organizes regional program for installation and commissioning of communications, radar, navigational aids and other electronic facilities, time-phased with programs of the Plant Engineering Section; determines manpower, plant, fiscal and other resources needed to accomplish programs; accomplishes all technical and engineering activities relative to electronic implementation of air navigation and air traffic control facilities; accomplishes engineering activities in connection with regional procurement of electronic establishment supplies, equipment, and materiel; reviews and evaluates technical and engineering aspects of bids submitted for contracts; accomplishes electronics work by field forces or others; provides supervision, inspection, and technical acceptance of electronic work performed by contract, evaluates progress and accomplishment aspects of electronics work program; provides specialized data and electronic consulting services as required.

ORGANIZATION TITLE CHANGES

"Maintenance Branch" is changed to "Systems Maintenance Branch."

"Airways Technical District," abbreviated ATDO, is changed to "Systems Maintenance District Office," abbreviated SMDO. This name is applicable in Regions 1-4, and in Regions 5 and 6 where electronics and plant maintenance work are integrated.

"Airways Technical Field Office," abbreviated ATFO, is changed to "Systems Maintenance Sector," abbreviated SMS. This name is applicable in Regions 1 through 4 and Region 6 where electronics and plant maintenance work are integrated.

"Electronics Technical Field Office," abbreviated ETFO, and "Electronics Maintenance Field Office," abbreviated EMFO, are changed to "Systems Maintenance Sector (Electronics)," abbreviated SMSE. This name is used in Regions 5 and 6 to identify maintenance sectors that are concerned only with electronics maintenance.

"Plant and Structures Maintenance Field Office," abbreviated P&SMFO, is changed to "Systems Maintenance Sector (Plant)," abbreviated SMSP. This name is used in Regions 5 and 6 to identify maintenance sectors that are concerned only with P&S maintenance work and are not integrated with electronics sectors.

These new names went into effect April 20.

MAINTENANCE BRANCH

We take this opportunity to publicly welcome and introduce new members of the Maintenance team.

Charles F. Smith - St. Louis (General). He came to us from United Air Lines.

Arnold Gottlieb - Chicago (Air Carrier EE). Another man formerly employed by United Air Lines and other companies in the New York City area.

D. S. Kusaba - Minneapolis (Air Carrier). A native Californian, he came to us from United Air Lines.

Everett L. Farnham - Des Moines (General). A former employee back in the CAA-WTS days. His previous address - Ft. Collins, Colorado.

William Goulding - Chicago (General). He instructed at the Lincoln Aviation Institute during World War II and came to Chicago from Adrian, Michigan.

Charles R. Taylor - Minneapolis (General). In recent years, his activities have been in Mississippi.

Lee F. Watson - Lincoln (General). Lee came from Woodland, California and has spent many years in that state.

Robert A. Browne - Chicago (Air Carrier EE). Has spent the last 20 years with American Air Lines.

Homer Wormdahl - Chicago (General). He has spent the past 7 years at Twentieth Century Aircraft, Burbank, California.

Everett E. Dunkin - Fargo (General). A native Kansan and recently transferred to General from the Aircraft Management Branch at South St. Paul.

Wayne N. Dixon - Chicago (Air Carrier). Wayne is a native Californian and came to Chicago from World Airways, Inc.

George S. DePeuw - Minneapolis (Air Carrier EE). A former CAA-FAA employee having served at Sioux City, Kansas City, and St. Paul.

Thomas L. Siglin - Detroit (Air Carrier EE). A native New Yorker and a former traveling field representative for Bendix's International Division.

Ernest J. Boyer - Detroit (Air Carrier). Has spent the past 11 years with Capitol Air Lines, Washington, D. C.

Henry A. Diekmann - St. Louis (General). A former CAA-WTS-WAA employed in Region 1. He came to St. Louis from Goodyear Aircraft Corp., Akron, Ohio.

Clarence S. Graether - Kansas City (General). Previously employed for the past 15

years in California by W. H. Coffin Air Service.

Edward Pontarelli - Detroit (General). His home is Chicago and he comes to us with 10 years of helicopter experience.

We will miss Clarence I. Walther, our Repair Station Specialist, who has been transferred to Denver, and Gordon Harper from Chicago, who decided he would accept an instructing assignment at the Aeronautical Center. Our best wishes to both of you in your new assignments.

An FS-3300 sleuth has found Thelma Taylor of FSDO 3-35 St. Louis recognized for her contribution to safety by the Business and Professional Women's Organization of St. Louis County.

Lillian O'Brien of FS-3380 has become a major contender in advertising contests by becoming a winner of a well stocked deep freeze unit.

Colorful postcards, two orchids and several reels of movies kept FS-3360's Mary Shelton in Hawaii (mentally) for a number of weeks recently.

IMPORTANCE OF TACAN FACILITIES

This Region will install 12 interim Phase II TACAN facilities in order to make distance information available to users by June 30th.

These interim facilities will utilize single beacon equipment with a DME antenna and Military type monitor equipment.

Emphasis has been placed on this program, and because of the users receiving new distance measuring equipment, it is imperative that all Regions install these facilities as soon as possible. This Region has 12 facilities to be completed, and as of April 15th we are proceeding with installation of 7 of the facilities and expect to have all 12 commissioned well in advance of the June 30th deadline.

This is an example of some of the priorities placed on establishment of facilities. We in Region III are very cognizant of the importance of all facilities that are utilized in aircraft control and wish to go on record saying we will make every effort possible to complete facilities to meet all commissioning goals.

WAVEGUIDE LOCALIZER

The Third Region Establishment Branch is presently installing a Waveguide Localizer at Minneapolis Wold-Chamberlain Field. This localizer is being utilized on the #1 instrument runway.

Due to construction on the Field, the old type of localizer was affected adversely and required the installation of a waveguide localizer which is not as sensitive to reflections that are produced by metal objects or buildings in the vicinity of the course. This is the first installation of this type in Region 3. We expect to commission this facility some time in June.

This waveguide localizer has several unique features which make it different from conventional localizers. Even though the concept for the equipment is changed, it will not require any change in receiving equipment for the aircraft. Aircraft will not see any appreciable change other than a better and smoother course.

AID TO THE BLIND

A nice note of appreciation was received by our Regional Manager, Mr. Newman, from the Allied Workers of the Blind expressing their appreciation for permitting members of their organization to sell candy in the lobby of the R. O. during one noon-hour recently. Proceeds from the sale are used to improve their recreational welfare benefits and other major projects of theirs.

CONSTRUCTION CONFERENCE

During the month of April, the Construction Unit, Establishment Branch, initiated a new approach to office-field personnel relations. This new concept of office-field employee working coordination was considered necessary because of the expansion of the construction program.

On April 10-11, all field supervisory personnel, project engineers and inspectors were called to the Regional Office for a get-together of field and office employees of the Construction Unit. The two-day conference was prefaced by some very worthwhile and timely talks by Messrs. Newman, Pace, Glass, Chab, Wade and Williams on the morning of April 10.

The instruction and briefing periods that followed the opening remarks were conducted by Mr. McDyson and were considered to be extremely helpful and worthwhile, in view of the growing tempo and expanding construction activities that are proposed during the approaching construction season. It not only afforded our field people an opportunity to present their viewpoint on varied and sundry construction problems, but it also provided a forum where such problems could be discussed and the difficulties resolved. It also gave both office and field personnel an opportunity to discuss ways and means to better coordinate their work so that a somewhat bifurcated approach to the accomplishment of our mission could be eliminated. Because of the diverse nature of our construction, both actual and planned, it is felt that other meetings of construction personnel should become a periodic and scheduled part of the Construction Unit. It is hoped the forum can become a valuable and worthwhile contribution to the FAA Construction Program.

The get-together was highly successful and was considered very worthwhile. It was highlighted by a dinner at the Wishbone restaurant where everyone "let his hair down" for a period of genuine good feasting and "gabbing". The good that was derived from the meeting is considered to be such that more "of the same" will be forthcoming and no doubt will be welcomed by all concerned as a medium of good construction, good instruction, and good fellowship.

The coming construction season will be highlighted by a variety of construction projects. During the next 60 days, construction is scheduled to begin on no less than: 4 each Approach Light Systems; 7 each Sequenced Flashers; 3 each Remote Transmitters; 4 Runway End Identifiers; 9 Radar Microwave Links; and 1 VHF/UHF Remote Transmitter Facility.

This does not include the many varied projects now under construction by contract or by government forces. Also, the storing, assembling and installation of equipment in the new Center Buildings has been assigned to the Construction Unit. This mission, in itself, is a singular and distinctive challenge.

The widely diversified types of construction now in progress or planned to start in the near future, are distributed throughout the region. To fully appreciate the magnitude of the problems involved, one must of necessity be familiar with the many varied types of construction. Also those in a supervisory capacity must acquaint themselves with the varied talents of field personnel so that each individual can be assigned to projects where his particular skills and talents can be fully utilized to the best advantage. There will be, no doubt some mistakes made from time to time during the prosecution of our program. However, we will attempt to profit by our errors and not to belittle them. It has been truly said that "Engineers Erect Monuments to Their Mistakes; Doctors Bury Theirs."

NAJEEB E. HALABY TO VISIT REGION 3

FAA's new Administrator, Najeeb E. Halaby and other members of his Washington staff will spend three days at the Regional office June 5-6-7.

At the time Mr. Halaby accepted President Kennedy's appointment as Administrator of the FAA, he expressed his intention to visit the Regions as soon as possible, in order to better understand some of the specific activities of the regions.

This will be Mr. Halaby's first visit to Region 3 and while here he intends to meet as many of his "42,000 new associates" as he can. Numerous activities have been planned in honor of Mr. Halaby's visit, among those an FAA Family Night Dinner June 6th, sponsored by the Regional Office Employees' Association and open to all employees, their husbands and wives.

We will bring you a full report of Mr. Halaby's visit in the next issue of FLIGHT LINES.

CIVAIRETTES GIVE DONATION

At the Civairettes monthly luncheon held at the Black Angus Steak House on April 18, Mrs. Howard K. Hendricks and Mrs. Edward Washburn, on behalf of the Rehabilitation Institute, 3600 Troost Avenue, provided the program. A dramatic skit, "Turn on the Light," outlined tragedies that could happen to any of us and who might possibly need the help of the Rehabilitation Institute.

At the close of the program Artye Marx, Civairettes President, presented Mrs. Hendricks and Mrs. Washburn a check for $400.00. The check was gratefully accepted, and we have received word from the Institute that the money will be used to provide one hundred treatments in physical therapy, occupational therapy or speech therapy for severely handicapped children and adults.

The Rehabilitation Institute extends its thanks and blessings for all.

The Civairettes would like to take this opportunity to thank all Regional office employees whose contributions helped to make this presentation possible.



FLIGHT STANDARDS



SPECIAL REPORT ON FS AREA OFFICE TEST

By Tom A. Davis, FS-3005

The Bureau of Flight Standards had been conducting an experimental area office test. This test, under the guidance of the Flight Standards Field Division No. 2, has been under way for the past three months. The purpose of the area office test is to determine whether or not a consolidation of several offices comprising different specialties into one large area office would be more efficient.

A careful and comprehensive evaluation program was established both by the Region and Washington. At regular intervals formal evaluations were made. This normally included an all-day session with the area supervisor, his section and unit chiefs, the evaluators from the Region and From Washington.

Region 3 was invited to send observers, and it was my privilege, along with Eugene O'Toole from FS-3200, to accompany the Fort Worth personnel on their third official evaluation.

For the purpose of this test, an area office was established at Miami, and it included the personnel from the General District Offices of St. Petersburg, Jacksonville and Miami; the Flight Check Office at Orlando, and the Air Carrier and Engineering Offices at Miami.

The area office at Atlanta included personnel from the General District Offices at Memphis, Nashville, Birmingham and Atlanta; the Flight Check office at Atlanta, and the Air Carrier offices at Nashville and Atlanta.

The Winston Salem area office included the personnel from the General District Offices at Columbia, South Carolina; Charlotte, North Carolina and the Air Carrier Office at Winston Salem.

An engineering representative from the Fort Worth Regional Office was assigned the area offices at Atlanta and Winston Salem.

Results of this test will have to await the final tabulation and study by both personnel in Washington and Field Divisions. In the meantime, the results so far have shown that by operating from a central location, program coverage was better, and the demand work load was accomplished on schedule. Results are still inconclusive concerning the advantages in the cross utilization of personnel from different specialties.

The advantages of including aircraft management functions in the area office concept were inconclusive.

Each office presented different types of administrative problems. In the Miami area office, Miami itself provided the predominant work load; further, the majority of the technical personnel were already stationed at this location. Itineraries were scheduled to the former General Aviation District Office locations and at other places upon request.

In Atlanta the geographical area of coverage was quite extensive. There was considerable general aviation activity at locations some distance from Atlanta. Also, in Atlanta the area office was split. Air Carrier Operations, Maintenance, and Aircraft Engineering were located at the Municipal Airport and General Operations, Main-

tenance and Flight Check at the Fulton County Airport. This necessitated considerable back-and-forth travel on the part of the Operations and Maintenance section chiefs. Travel costs from the Atlanta office were quite high as the use of scheduled carriers and rental aircraft was quite routine.

In Winston Salem the over-all activity was moderate and the concentration of all personnel in Winston Salem provided the maintenance and Operations sections with sufficient personnel to more than adequately complete the work program. In addition to handling all demand work as it was produced, the smaller work load in Winston Salem permitted greater utilization of personnel in accomplishing surveillance activities.

There were many problems associated with this test program. One was the necessity for keeping many of the technical personnel on temporary assignments at the various headquarters for the entire three-month period although every effort was made to schedule them back into their home areas as work load permitted.

There was an extreme clerical shortage in the area offices. It was necessary to leave one secretary at the temporarily closed offices to answer inquiries. Consequently, this shortage was felt in the area offices. In Winston Salem the area supervisor was able to obtain several clerk-stenographers on a temporary basis. The time spent on administrative, or overhead, duties was very high. This was due partly to the necessity for maintaining special records peculiar to the area plan.

There are many other matters of interest that I would like to add. It was a pleasure to meet and renew many old friends from Region 2 and Washington during the course of this evaluation trip. I ran into our old friend "Wimp" Joyce, who recently left Milwaukee for St. Petersburg, and found him hard at work in the Miami area office.

All of the personnel participating in the test program were certainly attempting to do a conscientious job. The test closes the end of May, and the final report from Flight Standards Field Division No. 2 will be forwarded to the Bureau of Flight Standards for review the latter part of June. I am certain that we will all be interested in the findings of the Bureau of Flight Standards, the conclusions that are reached and any determinations made concerning the acceptance or modification of the area test plan.

OPERATIONS BRANCH, FS-3400

Our sympathies are extended to the family and friends of Thomas E. Donnelly who lost his life in the recent DC-3 training accident at Oklahoma City. Tom was a member of the Kansas City Air Carrier District Office and came with us last October, after serving 20 years in the Air Force.

Mr. Walter Delear, Chief, Business Operations Section, and Mr. John C. Smith, Operations Inspector at the Wichita General Office, attended a Membership meeting of the McPherson, Kansas Chamber of Commerce on Saturday, April 22, at which Mr. Delear participated in the program. He talked on aircraft in business, and also presented an outline of the FAA organization and a brief history of the FAA since its inception on August 23, 1958. Everyone was well pleased with the FAA participation and it was felt much good will was brought about by our presence at the meeting.

As indicated in the last issue of FLIGHT LINES, we would like to introduce the new members of organization who have reported for duty in the various District Offices:

Robert T. Barnes from Des Plaines, Ill. to FSDO #31 (AC), Chicago, Ill.

Theo L. Moore from Boone, Iowa, to FSDO #22 (GEN), Wichita, Kansas.

Joseph W. Ziskovsky from ATM, Roswell, New Mexico to FSDO #36 (AC) Ypsilanti, Mich.

Lawrence B. Sims from Dothan, Ala. to FSDO #17 (GEN), St. Louis, Mo.

Smith B. Green from Fresno, Cal. to FSDO #3 (GEN), W. Chicago, Ill.

Leo A. Nunes, also from Fresno, Cal. to FSDO #13 (GEN), Milwaukee, Wis.

Lawrence J. Powers from Midwest City, Okla., to FSDO #35 (AC), St. Louis, Mo.

Vincent A. Scarpuzza from Long Island, N. Y., to FSDO #8 (GEN), Grand Rapids, Mich.

Other moves, within the organization, consist of Dalt Ervin from FSDO #7 (GEN), Fargo, N. D., to Supervising Inspector at FSDO #19 (GEN), Springfield, Ill.

Les Cooling from FSDO #18 (GEN), South Bend, Ind., to FSDO #17 (GEN), St. Louis, Mo.

Jerry Murphy from FSDO #34 (AC), Minneapolis to the San Francisco IDO.

Dave Kress from FSDO #10 (GEN), Indianapolis to Supervising Inspector, FSDO #18, (GEN), South Bend. Ind.

Gael Rhoades from FSDO #33 (AC), Kansas City to FSDO #34 (AC), Minneapolis.

Les Severance advanced to Supervising Inspector at FSDO #7 (GEN) Fargo, N. D.

ENGINEERING & MANUFACTURING

Welcome -

Two new engineers are "aboard" in the Engineering and Manufacturing Branch. William F. Anderson comes to us from the Engineering and Manufacturing Division,' Washington, D. C. to work in the Airframe and Equipment Section.

Keith Q. Rice, formerly a Mechanical Design Engineer at Beech Aircraft Corp., Wichita, Kansas, may be found in the Aircraft Modification Section.

These two new co-workers are a welcome addition to the Branch.

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Education is a wonderful thing - some people have it, some people don't; some people get it and some people won't; some people are and some are not. In this connection, "Hal" Hermes just returned from Oklahoma City where he was qualified in jets. For the next three months he will be in Washington, D. C. on a temporary assignment. We will expect great things from "Hal" upon his return to Kansas City.

Arrangements are being made for the other three Section Chiefs of the Engineering & Manufacturing Branch to go to Washington on temporary three-month assignments.

AIRCRAFT MANAGEMENT

FS-3200

Last month we briefed our readers on the Aircraft Maintenance aspects of our program. Obviously, these aircraft are maintained for a purpose, so we wish to direct attention and some credit toward our field flight operations.

The Aircraft Management Branch administers three Facilities Flight Check District Offices (FFCDO), formerly called FIDOs. These offices are located on Fairfax Field, Kansas City, Kansas; Minneapolis-St. Paul International Airport, Minneapolis; and Kellogg Field, Battle Creek, Michigan. Ten DC-3 aircraft have been assigned for an annual flight program exceeding 10,000 hours.

Each District Office has a defined geographical area of responsibility which has been sub-divided into four Sectors. The three District Offices are equally staffed with 27 technical and three clerical employees. Office staffing consists of a Dis-

trict Office Supervisor, Operations Officer, two Flight Procedures Specialists, 17 Airplane Pilots, 6 Electronic Technicians and three clerical personnel.

Our 62 qualified pilots average approximately 500 hours annually in the DC-3 aircraft, and approximately twice this amount is spent on the ground preparing technical flight reports following each flight check. According to the wives of some of our pilots, they are frequently referred to as gypsies, nomads, etc., since their itineraries are frequently unscheduled and of indefinite duration. They can usually be distinguished by their traveling bag which generally contains enough clothing to last five to seven days. They are on call 24 hours a day and it would not be unusual to arouse one of our flight crews in the middle of the night to investigate a facility following an accident or restore a navaid to service.

The tremendous task of dispatching our aircraft fleet and keeping them busy is the primary responsibility of the District Office Supervisor; any organization is only as good as its key people, so we are proud to introduce the keys to our success.

At Kansas City, Kansas, Don Stoeger heads the organization with the able assistance of his secretary, Miss Erma Fauerbach. Don is a veteran of 13 years with FAA, having transferred from General Safety to Aircraft Management Branch in 1957. He is easily distinguished by his beaming personality, friendly manner and curly hair.

At Battle Creek, Michigan, Tom Smith is in charge of the District Office, with Mrs. Laura Sloney efficiently handling his secretarial duties. Tom has been with FAA 14 years and transferred from Air Traffic Control Division to the Aircraft Management Branch in 1956. Tom is one of our traveling supervisors, and is most likely to show up at any time in Kansas City or any of several points in Indiana, Illinois or Michigan. He is easily distinguished by his "Kentucky stride" and "greying" temples.

Paul McDonnell heads our organization at Minneapolis, ably assisted by his secretary, Mrs. Phyllis Scott. Paul is also a veteran with FAA and formerly worked with the Air Carrier Division. He rejoined the Aircraft Management Branch in 1957. Paul is commonly known as "Dad" and was quite proud to announce the recent arrival of a son after four previous tries, girls, of course.

Next month we plan to acquaint our readers with personal touches on a few of our supervising airplane pilots who lead very interesting, itinerant lives.

PROMOTION

Congratulations are in order to Edwin R. Michelsen for his promotion to Supervising Inspector, FSDO 3-13 (Gen), Milwaukee, Wisconsin.

Mr. Michelsen's aircraft maintenance experience dates back to 1940 when he was employed with North American Aviation in Los Angeles. He moved to Washington State late in 1941 where he engaged in aircraft maintenance until February 1943 when he joined the U. S. Air Force. After his discharge in 1946, he returned to Washington, again to engage in aircraft maintenance. "Mike" joined CAA in January 1948 as an aircraft inspector assigned to Omaha, Neb. Later assignments included North Platte, St. Louis and South Bend, Indiana, where he was Supervising Inspector.

Hearty congratulations, Ed.

AIN'T IT SO?

(By Hulda W. Dahl)

English is not
So easily tot;
The reason I'll tell you in verse
Speaking the stuff
Is tricky enuff
But learning to spell it is werse.

Let us just take
The small work opake,
Meaning that which you cannot see through
But that isn't clear
So let us take bear
Made from malt and hops in a brough.

To further confuse
We'll take the word luse,
Meaning not being so tight;
And it doesn't hurt
To also take durt,
But don't take it to anything whight.

And then, of course,
There also is hourse,
A four footed beast who can neigh;
And we shouldn't hurry
And overlook wurry,
The thinking that turns your hair greigh.

Webster's a friend
Who helped us no iend
When his dictionary he wrote.
Nobody could
Say it isn't gould
But this is what's getting my gote.

You look for a word
The first one you've hord
That sounded like "flagmatic" gauges.
Just where do you turn
Its spelling to lurn
In those alphabetical pauges?

This is what I mean
And it's easily sean
That if you can spell them, they're there,
In orderly rows
As plain as your nows
The words of our language, so fere.

But when it's all said
If you are well raid
And your learning is reasonably high;
And you never shirk
At spelling to wirk,
Like me, you'll most likely get bigh.

THINK - CREDIT UNION

Have you turned your "Eagle Eye" on your finances lately? Have you taken time to really THINK about your money? How long since you saved any money? When did you sit down and figure how much interest you are paying on loans and revolving charges?

Savings in the Credit Union not only earn a good rate of interest, but also carries a Life Insurance Benefit. Interest of 4% has been paid on savings annually for a number of years.

The life insurance benefit means that any money you put in the Credit Union, between ages of 6 months through fifty-four years, will be matched dollar for dollar in case of your death. Deposits made when you are 55 through 59 pay 75¢ for each dollar; 60-64 years 50¢ for each dollar and 65-69 years matched 25¢ for each dollar.

Even though you may have a loan on which you are making payments, you can add $5 or $10 to the check, specifying it is to go to savings. REGULAR SAVINGS COUNT.

You may also have a savings account for your husband or wife - or for your children living at home. They, too, can take advantage of the regular earnings and the life insurance benefit.

Loans are made from the savings of federal employees. When you borrow money from the Credit Union, you are borrowing federal employees' savings.

These loans carry a low rate of interest, 1% per month on the unpaid balance on loans of $300 or under and 3/4% per month

Continued on page 27.

The Navy's Blue Angels were the main attraction of the day with their expert and precise flying.

Pilot Harold Krier, Wichita, in his airplans in the foreground, and the new Terminal Building in the background. He demonstrated some precision acrobatics as part of the show for the day.

Big doings were going on at Garden City, Kansas, on April 22 when the new Terminal Building was dedicated.

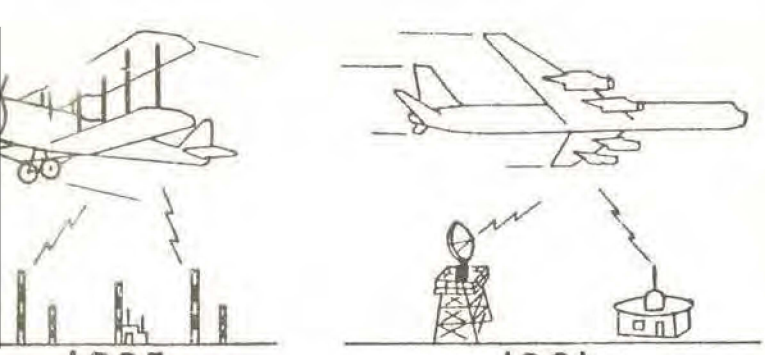
Certainly not the latest in styling - but a temporary tower was put up to handle the traffic of more than 100 aircraft which flew in for the event.

The Navy's Blue Angels ready to taxi out for their performance.

The FAA's Garden City Flight Service Station has new quarters in the Terminal Building. Left to right: Albert A. Keim, FSS Chief; James E. Ramsey and Coad R. Wilson, ATCSs.

SES R. E. Taylor and his maintenance crew assigned to the station to operate this and adjacent facilities. Left to right, front row, Charles F. Bowman and Dave Crabb, EMT; standing, left to right, R. W. Taylor, SES, W. J. Pickering, R. D. Stansbury, ESMT, Teresa A. Hearn, Secretary, Larry Hewitt, EMT, and Frank W. Novak, REMT from Wichita, Kansas.

The New Look in Control Towers. Left to right: Larry Hewitt, Facilities Maintenance, Garden City; and Controllers Jack Shinn and Phil Skeith from the Kansas City Tower.



AIR TRAFFIC MANAGEMENT

"FAA's MOST CHALLENGING MISSION"

One of the principal projects that is receiving a lot of attention by a lot of people in our Division this month is the forthcoming ATM Facility Chiefs Conference. You will recall that we announced in the April issue of FLIGHT LINES that "tentative plans" were being made for this conference during the latter part of May, or early in June. Whether or not we would have sufficient money in our 4th Quarter program to finance the conference was an unknown factor at that time, and therefore all of our early planning had to be strictly on a "tentative" basis until the all-important issue (money) had been resolved.

We are happy to report that in the recent weeks following the April issue three important matters have been resolved: (1) approval has been received for the necessary funds in our 4th Quarter fiscal program; (2) the conference location has been chosen- the Schroeder Hotel, in Milwaukee; and (3) the dates for the conference have been established - May 22-26.

The Milwaukee location was decided on after a review of information received from two or three possible sites in the Region were carefully considered. Availability of adequate hotel accommodations at reasonable rates for conference members, conference meeting rooms, banquet accommodations, accessibility of public transportation, and other factors that would contribute to our requirements were matters of consideration by the Conference Committee in our Division.

The detailed plans for the conference program are now virtually completed. The agenda topics have been developed from the items submitted by each field facility, have been screened, reviewed and consolidated and allocated to our various Branches for presentation at the conference on the daily program.

There will also be representatives in attendance from the Flight Standards, Facilities & Materiel, Personnel & Training, Accounting, Budget, and Legal Divisions during the specific days when agenda topics relating to their respective areas of responsibility are scheduled for discussion.

A number of representatives from our Washington Office (BATM) have advised they will be in attendance, and we expect one or more representatives from the ATM Divisions in Regions 1, 2 and 4 to attend.

Although the attendance will vary somewhat from day to day, depending on the specific days that people from the various Divisions of the Regional Office will participate, we expect some 200 people to be there.

Beginning Sunday Afternoon, May 21, a registration desk will be set up in the lobby of the Schroeder Hotel to register all participants as they check in the hotel. Copies of the conference program and other essential information on scheduled activities will be furnished to each registrant.

The Milwaukee ATM facilities (MKE Tower, FSS, and Timmerman Tower) have been asked to help out by making available some of their personnel to serve as a Reception Committee and Information Center to furnish the people arriving at Milwaukee with information on transportation facilities, restaurants, and other local data. Dave

Buckman's MKE TWR crew has already developed a handout sheet on which is depicted a street map of the downtown area, showing many of the prominent restaurant locations that are highly recommended, plus information on bus transportation to the airport and to the Milwaukee Braves' Stadium. Copies of this handout sheet have been reproduced at the Regional Office and will be available for each registrant as he checks in with our Registration Desk at the hotel.

Additionally, Bob Davison (AT-3201 and John Knoell (AT-3035) visited the Schroeder Hotel with Dave Buckman on May 10 and discussed the many details for the conference arrangements with the Convention Manager. We found that the Schroeder Hotel is well equipped to fulfill our requirements and anxious to serve us in any way possible. All indications point to a week that everyone in attendance will enjoy.

The conference program is arranged so that there will be general sessions that all Facility Chiefs will attend, plus separate meetings of the Chiefs from Centers, Towers/CST/RAPCONs, and FSS on certain days, depending on the agenda topics scheduled for discussion.

On May 23-24-25 there will be a featured speaker from agencies representing important segments of civil and military aviation to start off the morning program.

On May 23, Maj. Gen. Compton, Deputy Director of Operations, Headquarters, Strategic Air Command, will address the conference.

On May 24, the speaker will be Max Karant, Vice President of the Aircraft Owners & Pilots Association (AOPA), and on the following day, May 25, Walt Jensen, Director of Operations, Air Navigation and Traffic Control for the Air Transport Association will be the morning speaker.

We feel that these speakers will add much interest to the program, since they will acquaint us with the different requirements for air traffic control services that confront the various military and civil "user" groups and will point up some of the problems that confront both the FAA and the users of our service because of the widely differing operational requirements of their respective aviation segments.

On Wednesday evening, May 24, we have scheduled a banquet and a prominent speaker will be featured on the program. We hope that some of our ATM personnel from the facilities in both Milwaukee and the surrounding area (Chicago, Rockford, Madison, Green Bay, etc.) will find it possible to attend the banquet and evening program, since we guarantee it will be an interesting and enjoyable event.

If you desire to attend the banquet, see your Facility Chief and have him make the necessary arrangements with the Banquet Committee representatives after he arrives in Milwaukee.

The conference timetable calls for the program on the opening day to begin at 0900. On May 23-24-25-26 it will begin at 0845. Adjournment each day will be at 1700, except on the final day, Friday, adjournment will be at 1200 to permit the people in attendance to make the necessary transportation connections to return home.

The week of May 22 at Milwaukee promises to be a busy one and we hope it will prove to be worthwhile to everyone there.

See you at MKE!

NEW ASSIGNMENTS

We have some new Facility Chiefs who have been appointed since the April issue of FLIGHT LINES reached you. Joseph C. McDermott, formerly of DTW FSS, to TVC FSS Chief, vice Tom Kelly (retired). Albert M. Bell, formerly of RST TWR, to BIS CS/T Chief (new position).

Carl H. McCrary, formerly of SGF CS/T to HUT CS/T Chief, vice Eddie Biber (retiring).

RETIREMENTS

Since the April issue of FLIGHT LINES went to press, we have two more retirements to report.

Thomas J. Kelly, TVC FSS Chief, effective COB April 29; and Edmund W. Biber, HUT CS/T Chief, effective COB May 27.

Additionally, we announced in the March issue that Charles N. Schwab, OMA FSS Chief, was planning retirement effective COB April 30. We would like to give you a little background information on these men, since all three of them have served the Agency faithfully for many years. Their respective career backgrounds are listed below in alphabetic order.

Eddie Biber, entered on duty with CAA in 1939 at the Washington ARTC Center. His aviation experience prior to CAA included operation of a flying service, and as an A&E mechanic, followed by duty as Tower Chief/Radio Maintenance man at Rhode Island State Airport. After his initial duty at Washington Center he served a year as Tower Chief at Cincinnati Municipal Airport.

In 1941 he was assigned to the Los Angeles Regional Office as an Airport Traffic Control Inspector. In 1942, he transferred to the Chicago (old 3rd Region) Regional Office as Airport Traffic Control Inspector/Examiner. He was in the Chicago R. O. until 1951, in various supervisory positions, during which a major part of his work involved research in the application of radar and associated equipment for air traffic control use.

Eddie developed and wrote the first Radar Manual that was used in CAA and many of the initial operational radar procedures came into application through his efforts.

In 1953 he was assigned to Indianapolis as Tower Chief.

In 1954 he transferred to Hutchinson as CS/T Chief, where he has remained until his retirement date. According to the latest information we have, Eddie plans to continue living in HUT during his retirement period.

Tom Kelly is one of the "old timers" in the Agency. He entered on duty in 1931 at the Station in Cleveland as a Jr. Radio Operator (CAF-3). Other station assignments were: Toledo, Ohio; Lafayette, Ind.; Traverse City, Mich.; Ft. Wayne, Ind.; Springfield, Ill.; Muskegon, Mich.; returning to Traverse City in 1952. His Personal History card shows U. S. Navy service as a Radioman, presumably prior to his first Bureau of Lighthouse duty assignment at Cleveland.

We received a report from TVC FSS that they held a Retirement Dinner for Tom on April 30, which was attended by Traverse City personnel plus John Schauffler, PLN FSS Chief, Stan Burke, PLN FSS, and Roy Swan, SSM FSS Chief, and the wives of this group. Tom was presented with a transistor radio kit by the group. He states he plans to devote full time to "ham" radio and fishing and requests that you brother "hams" look for him on 40 meters CW, station call W8ALH.

The accompanying picture shows Clarence Rassmussen, TVC FSS, presenting Tom with his gift, with Mrs. Kelly looking on.

Charlie Schwab is truly another "old timer" in the service. His Bureau of Lighthouse EOD date was in 1930 at (guess where?) Omaha, as a Jr. Radio Operator (CAF-3).

Subsequent places where he was assigned were Fargo, N. D., Bismarck, N. D., and back to Omaha in 1938, where he has remained until his retirement on April 30, 1961.

His Personal History Card shows that he attended school until World War I began, when he enlisted and saw service in the Army Intelligence Service. Following his return to civilian status after WWI he lists various occupations he engaged in, such as policeman, fireman, telephone company employee, radio service man, and radio operator.

His outside activities include work with youth groups, Cub Scouts, Boy Scouts, American Legion, National Rifle Assn., OCD Auxiliary Police and Fire Guard, and Red Cross.

Eddie Biber, Tom Kelly and Charlie Schwab have collectively rendered nearly 83 years of service with FAA and predecessor agencies and have witnessed the development and growth of the Federal Airways and air traffic control system from it's early beginning to it's present state, with the many milestones of progress that occurred during the past 30 years.

We wish them success and the full enjoyment of their retirement.

VISITS

We managed to get in visits to MSP TWR, FSS, and Center; RST TWR and FSS, CID TWR and FSS; MKE TWR and FSS; and ICT TWR and FSS since the April issue was printed. (Of course we get in visits to the local Kansas City ATM facilities from time to time. However, these are not listed since they do not involve travel in the field.)

BIOGRAPHICAL SKETCHES

We announced in last month's issue of FLIGHT LINES that a series of biographical sketches on the people who constitute our ATM Facility Chief group would begin in the May issue.

It is obvious that, by and large, they are a modest, unassuming, and even self-effacing lot, if their contributions of personal biographical material are any criteria, since some of them have offered only three or four lines of information on themselves; and several omitted the recent photo we requested when we solicited this background data. To get even with those who did not send in a photo, we probably should use the one that appears on their Personal History record card on file in the Operations Management & Training Section Kardex file, as some of these really date back many years.

Except for any photos lacking for the group that will appear in this month's publication, it is still not too late for any of you remaining Chiefs to send in a recent photo if you have failed to do so! We really don't want to use the picture from your Personal History card, as your own personnel might not recognize you, let alone any occasional visitors from the Regional Office or other field offices!

"A" is for: Aarskaug (FAR CS/T, Adams (LAN FSS), Allard (EAU FSS), Anderson (PIR FSS) and Arnold (AUW FSS).

Aarskaug, Silas C., Fargo CS/T Chief, is leadoff man on our Facility Chief lineup by virtue of his ancestors' thoughtfulness in endowing him with a surname beginning with a double "A". No other Region 3 Chief (ATM, at least) can make that claim! His forbears originated on a farm on an island off the coast of Nor-

way. Si was born in Madison, Minnesota, back in the era of wooden sidewalks and the horse-drawn surrey. (For the benefit of some of you more youthful readers, this was before the present day chrome trimmed highpowered, over priced, gadget equipped automobile became the normal vehicle used for family transportation and other related purposes.)

He also received his public schooling at Madison (Minn.). His early teen age interests turned to railroading (airplanes were not common in those days) and to telegraphy and RR dispatching.

With this early background, he joined the U. S. Navy in 1920 and learned to be a radiotelegraph operator at Great Lakes Naval Training Station, Waukegan, Ill. Following 3 years of Navy radio school and radio operator duty, there were a few years of varied occupations.

He married a Benson, Minn. girl in 1928, and their daughter, Stella, was born in 1931 at Greybull, Montana. Si reports that he and his wife are now grandparents of a boy and girl, his daughter's family now residing in Chicago.

In 1932, Si entered on duty with the Dept. of Commerce (Bureau of Lighthouses) as an Airways Keeper (CAF-2, $1500 per annum) at Tucumcari, N. M., as the "Chief" in charge of that Station when it was commissioned for operation, with a crew of two assistants to run the facility 24 hours a day, provide their own annual and sick leave, and days off. In case you hadn't already guessed, this was before the days of overtime, night differential, holiday pay, and T&A's, together with EPA's, Performance Ratings, Grievance Procedures, income tax and many other present day "refinements" that have been added since that early date.

Si's Personal History records show that following his initial assignment to Tucumcari, he performed tours of duty at Cassoday, Kansas, Amarillo, Texas, Jamestown, Fargo, Bismarck, N. D., Columbus, Ohio, and then back to Fargo, in various Communicator positions and grades. In 1958, when the Combined Station/Tower was established at Fargo, he became the CS/T Chief.

His main outside activities are closely associated with a cottage located on Pelican Lake in Minnesota, some 45 miles from Fargo, during the Spring, Summer and Fall seasons.

Adams, Keith C. (K.C.), Lansing FSS Chief, reports his birthplace as Des Moines, Iowa. Pre-high school education locations were not reported. However, his high school education was obtained at Twin Falls, Idaho, followed by graduation from the Dodge Radio Institute at Valparaiso, Ind., where he later served as a radiotelegraph code instructor.

From 1926-30 he served as a radioman with the U. S. Navy and saw foreign service in China and Europe.

K. C. also entered the Bureau of Lighthouse Service in 1932 as an Airways Keeper (CAF-2) at Adair, Iowa. Subsequent duty stations were at Milroy, Ind., Pembina, N. D., Indianapolis, Ind., and Lansing, Mich., where he arrived in May, 1944 and was promoted to Chief in 1945. In the short period of time between his discharge from the Navy and employment in the Lighthouse Service, he served as Chief Wireless Operator on the S. S. Roosevelt for the Chicago-Roosevelt Steamship Co. (which we assume operated on the Great Lakes).

Although he did not specify the date or place he was married, "K. C." reports that he and his wife have three children, a married daughter, a son in the U. S. Navy, and a son in Jr. High School at home.

His outside interests include boating and fishing, and activities in fraternal organizations.

Allard, Walter J., Eau Claire FSS Chief, claims Nadeau, Mich., as his place of birth, back when he was a booming lumber town and agricultural center, but admits it may be difficult to find on the map today (how about a Sectional Chart?). He reports his early education took place in a one-room country school, and later attended high school at Grand Forks, N. D., and a course at the University of North Dakota. He joined the U. S. Navy in 1926 and did a 4-year hitch until his discharge in 1930, during the height of the depression period.

He states that any possible thoughts of extending his Navy career were decided in the negative when the Executive Officer "interviewed" him as to his plans for "shipping over." This took place in the Exec's cabin, while the Exec was reclining on his bunk reading and, obviously annoyed when Walt reported to him for the "interview", he asked whether he was shipping over. Walt said "No". The Exec said "People are getting hungry on the outside!" Walt stated that when he got hungry he would be back. End of interview - also end of Navy service.

He doesn't give us much information to work on between the time of his discharge from the Navy and his original employment with CAA, which was in 1937, as an Asst. Airway Keeper at Hayesville, Ohio. Successively, following his Hayesville assignment, he was stationed at West Union, Ohio, Akron, Ohio, Sault Ste. Marie, Mich., McCool, Ind., Grand Forks, N. D., and Eau Claire, Wisconsin, his present location.

He lists gardening, woodworking and radio construction and maintenance as his main hobbies, plus amateur radio. Added to these are camping and fishing, fraternal and civic activities to take care of any possible "spare time".

Anderson, Kenneth K., Pierre FSS Chief, was born in Custer, S. D., attended grade school at Pierre, and graduated from high school at Huron, S. D. Following this, he completed his freshman year at South Dakota State College at Brookings, S. D. He received flight instruction under the Civilian Pilot Training Program (CPTP) and obtained his Private Pilot Certificate in 1940. In 1940, Ken joined the U. S. Navy and flew as a radio operator in a PBY Squadron in the Pacific for 3-1/2 years. During this time he was stationed at Fort Island in Pearl Harbor, T. H., on December 7, 1941, when the Japs attacked Pearl Harbor.

He later saw combat service at the "Battle of Midway" and in the Solomon Islands in the South Pacific.

Following his return to civilian status after discharge from the Navy, he worked as a cab driver, clerk for the Santa Fe R. R., and as a movie projectionist until 1945, when he entered on duty with CAA. He engaged in further flight training under the G. I. Bill and obtained his Commercial Pilot Certificate and Flight Instructor Rating in 1947, during his CAA employment.

One of our newest "Chiefs", Ken was selected as Chief for the Pierre FSS in April, 1961, and returned to Pierre, S. D. to take over this assignment.

He lists photography and flying as his principal outside interests and hobbies.

Arnold, Lloyd L., Wausau FSS Chief, was born at Winona, Minnesota. He did not volunteer information on the location he received his early schooling, but shows his high school education as having been received at Plainview, Minn. This was followed by a year at the Dodge Institute of Telegraphy from 1924 to 1925, and a period of six years as a Radio Operator on Great Lakes ore boats, through 1931.

He served three years military service with the U.S. Army at Ft. Scott, San Francisco, California.

In 1935 Lloyd entered on duty with the FAA predecessor agency as an Airway Keeper at Hager City, Wisconsin. This was followed by duty assignments at Dickinson, N.D., Willmar, Minn., LaCrosse, Wis., Grand Rapids, Mich., and in 1949 he moved to Wausau as Chief.

Lloyd advises that woodworking and bowling constitute his principal outside hobbies and activities.

FSS POSITION CLASSIFICATION STUDIES

In the March issue of FLIGHT LINES, we reported that L. W. Berg, RWF FSS Chief, was being detailed to the BATM Washington Office to participate in the FSS Position Classification Study Panel. We thought that FSS personnel would be interested in his report on this detail, submitted to AT-3225 under date of May 1, which we quote the text of:

"This memorandum will serve as a short summary report on the FSS Classification Panel meeting that has just been completed at Washington.

"The panel members from the field stations were: Region 1, Hoskinson (ELM FSS); Region 2 Prudhomme (MEM FSS); Region 3 Berg (RWF FSS); Region 4 Atkins (DAG FSS); Region 5 Wood (ANC FSS). Washington participants varied somewhat from day to day but included: BATM representatives A.E. Cole (AT-225), G. L. Axford (AT-225), H. C. Henline (AT-225), E. R. Mehrling (AT-36), plus Virginia H. Johnston (PT-15), J. Meisel (PT-10, and several others who stopped in for just a few minutes.

"The Panel meetings were conducted under the Chairman, A. Husser (PT-15).

"The Panel covered two subjects that were closely related lbut, nevertheless, had to be arbitrated separately: (1) developing factors to justify and support grade structures for FSS Journeymen. (On this subject the field panel members felt they were successful in their objectives.) (2) analyze and determine if a variable degree of difficulty or complexity did exist at our various field stations and, if so, methods of classifying our stations in order to permit staffing at grade levels that would reflect the difference equitably. This subject was by far the most difficult of the two and a lot of work still remains to be done on it.

"After many hours of study and discussion, our panel concluded that a degree of difference did exist in the journeyman duties between our smallest and largest stations; that this difference could not be measured with knowledge requirements or duties performed or even responsibilities assumed, since such a system would actually point to a higher grade level journeyman at the small station; that weight factors might be assigned to the different uncommon equipment and activity but the most important item was environment. Environment factors include such things as: number of airports and aircraft in flight plan area, MFS tie-in, adjacent to Centers, large hubs, message centers, regional offices, and so on. Mr. Husser will work on this problem and endeavor to complete it with the help of other

Washington personnel.

" The Panel concluded it's visit in Washington with a variety of activity the last two working days. The Panel was addressed by W. E. Britton (AT-210), Col. T. M. Carhart (AT-201), H. S. Chandler (AT-200), J. Meisel (PT-10), A. E. Cole (AT-225) and his staff, R. H. Cox (AT-34), B. E. Cooper (AT-275), and W. H. Andrews (AT-34 and helped the training officers begin their work in setting up FSS training standards."

(Note: some editorial liberties were taken with Berg's report by adding initials and office routing symbols of the Washington Office people to more specifically identify them with their areas of responsibility. Refer to Washington Office organization chart.)

Last Birthday in FAA

A. W. (Al) Strete, Terminal Section in Program Planning Branch, celebrated what he says will be his last birthday in the FAA on April 3, 1961, since he plans to retire in July. Mary Stansbury, AT-3030 Secretary, also celebrated a birthday on the same date, although we are sure it was not the same one that Al marked off on his list. She baked a cake for the occasion, as

indicated in the accompanying photo taken in the Program Planning Branch office during this auspicious occasion.

SCHOOL

R. O. (Bob) Ziegler, Asst. ATM Division Chief, is attending the FAA Executive School at Charlottesville, Va. for the two-week period May 7-19, which is the FAA management course for top level supervisors. We expect to see him back at work, diploma in hand, on May 22 at the ATM Facility Chiefs Conference in Milwaukee.

Gw Kirby, AT-3000

Continued from page 17.

on the unpaid balance on loans over $300 which are loans secured by a mortgage or co-maker.

Loans are insured and will be paid off in case of death. Also in case of total disability before age 60, they will be paid off.

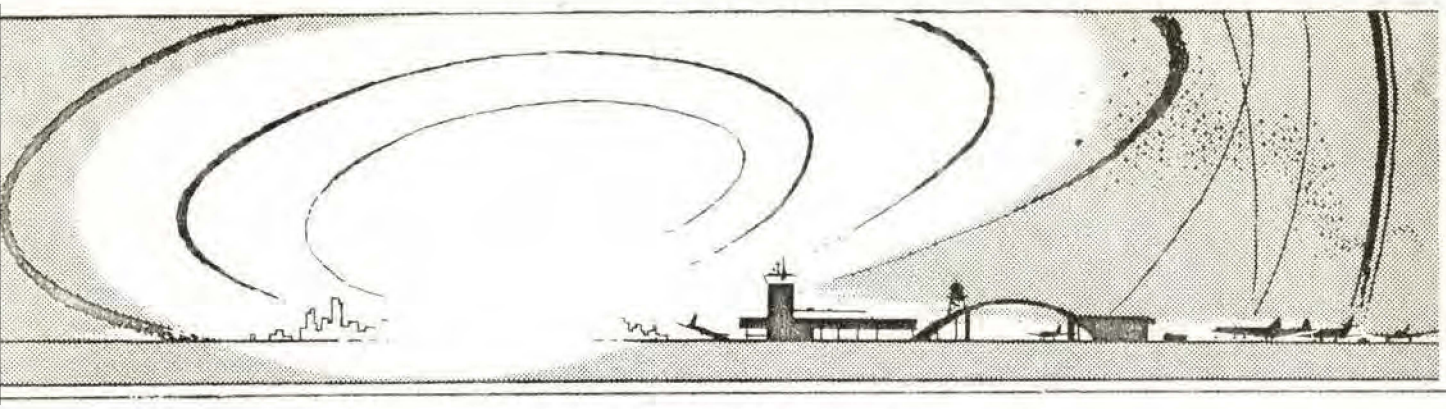
The K. C. NFFE Credit Union is for the benefit of federal employees whose headquarters are in the Greater Kansas City area. There are now nearly 7,000 members with shares nearing $3,000,000. The office is in the Federal Office Building, 911 Walnut, Room 1011, Kansas City, Mo.

Membership cards, loan applications or information will be sent upon request.

Representatives are at the FAA Building each Tuesday following payday to make loans and receive payments of the FAA employees in the building on Troost.

NEBRASKA SELECTS NEW AERONAUTICS DEPARTMENT DIRECTOR

Word has trickled in from Bill Boucher, DAE in Nebraska, that James Eau Sandstedt has been selected as the new Nebraska Department of Aeronautics Director, taking over May 15th from Jack Obbink, resigned.



EMERGENCY READINESS

Aside from purely personal or selfish reasons, why should you and I, as employees of the FAA, be concerned with emergency readiness as a means to survival?

Just as we Americans want to know what we are fighting for in wartime, so we want to know what we are preparing for in disaster control planning or Emergency Readiness.

First, we note with pride that civil aviation has grown in stature to the point where it is now recognized as one of the nation's most important resources. During an emergency it rises even higher in the scale of importance as greater demands are placed on all modes of transportation and air transportation has been found capable of performing miracles in emergencies.

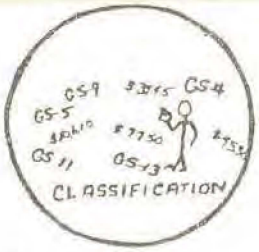
Secondly, if the resources of civil air transportation survive a nuclear attack, they can contribute to the survival of our country as a nation. We have nearly 7,000 airports, 70,000 aircraft, 360,000 pilots, 110,000 mechanics, and many other resources.

But the big word is "if". If they survive Can they, you ask? The answer is yes, if we are willing to pay the price for preparedness.

There was a time (up until this present nuclear age) when our nation could depend on mobilization plans which were hurriedly conceived and put into operation after it was known that we had declared war. Now there is no longer time for such a philosophy of planning. We must seek a state of preparedness so that when and if a nuclear war strikes with characteristic lightning speed, we will have been mobilized to a very large extent and due to wise planning, our resources will be protected. Thus, if our resources do survive an attack, we will have a come-back capability which otherwise might be zero.

So, while we in the FAA are planning the protection of our own Agency, its personnel and the system of federal airways we operate, we are planning for the survival of these important resources to help assure our survival as a nation. We are going beyond our immediate agency and its airways operation, we are lending a helping hand to the whole civil aviation industry which constitutes the bulk of the air transportation resources of the country. We are helping airport management in the preparation of survival plans for each airport. We are offering assistance to airlines, fixed base operators, flying clubs, maintenance and repair stations; in fact, every facet of civil aviation where survival plans are necessary to safeguard these resources. Technical bulletins and guide lines are being written, some are already in use, to assist in training and preparation for survival in the field of civil aviation.

In the event of a nuclear war, our survival will depend on the most effective use of the resources which are left. That is why you and I have a big part, a big job to do, and an important one. Our military forces will fight and fight back to the utmost, but they can't do it alone, or without resources. We must keep the resources of civil aviation available for use by the military as well as for our own use later in the post-attack period.



PERSONNEL HI-LITES

INCENTIVE AWARDS COMMITTEE

Questions are frequently raised about the Incentive Awards Committee. Who are the members? What is their responsibility? What are they doing in the Awards program? How often do they meet? How are they doing? And questions in a similar vein.

Walt O'Toole, FS, is Chairman and has served in that role since January, 1961. Al Drakenberg, ATM, is Alternate Chairman, with Marty Noteboom and Bob Campbell, F&M, W. L. Jeffrey, FS, Ken Hollinger, ATM, and Norm Hudson and Gerry Schilling of the Manager's staff rounding out the Committee.

The group has been unusually active. Since its inception in January, 1961, biweekly meetings have been held. The Committee has approved more than 30 suggestions, 2 Special Act awards, and more than 120 Sustained Superior Performance Awards. In total dollars and cents, their action has resulted in Awards totalling over $22,000.00.

The Committee is responsible for evaluating suggestions, for recommendations for honor awards, efficiency awards, and superior accomplishment awards.

In its short period of existence, the group has already established an enviable record for activity and interest. Perhaps the best indication of this is reflected in a recent memo from the Regional Manager to Chairman O'Toole complimenting the Committee for its interest, enthusiasm and cooperation.

CIVIL SERVICE

STUDIES: Civil Service Commission has begun consultations with Federal personnel officials and representatives of employee and veteran organizations on a proposal to bring about more uniformity and equity in agency consideration of employee appeals from adverse actions. CSC would issue guidelines under which agencies would develop their own systems for processing employee appeals within the agency, treating veterans and nonveterans alike.

The proposal would in no way change or affect present rights of appeal to the Commission - but would have as an objective the settling of appeals before they reached CSC. . . . .

The Commission staff is also considering changes designed to strengthen the operation of the Government-wide incentive awards system. Among possible changes recently discussed with agency personnel officials are higher standards for cash awards, an improved awards scale, and improved administrative practices.

Changes in the Government's performance rating system are also being discussed by CSC with representatives of employee groups as a step in determining whether a legislative proposal should be made again this year.

CSC has completed work on a revision of Government's famous Form 57, Application for Federal Employment. A number of employee suggestions were considered in the course of the revision, and agencies are being notified of the action taken on specific suggestions. The new form will not be available for several months.

Recently revised retention preference regulations governing reductions in force in Federal agencies became effective on

May 1st. CSC issued the new regulations after extensive consultation with employee and veterans organizations and personnel officials.

NEW HOLIDAYS?

Ralph A. Dungan, Special Assistant to the President, has sent the following message to the heads of executive departments and agencies:

> "It is the President's desire that Government departments and agencies cooperate in making possible the observance by Federal employees of the various established religious holy days of their faith, for example, Good Friday, Yom Kippur, etc.
>
> "Individual notices will not be issued for the holidays as they occur; however, it shall be the policy that, insofar as practicable, employees wishing to attend or participate in such observances shall be permitted to be absent on annual leave for this purpose."

It is the policy of the Agency, insofar as practicable, to permit absence from work for those employees who desire to observe their holy days in religious devotion. Leave shall be granted as provided in Section 3612.5 of Standard Practice.

There will be no more notices of this type. Revised Agency Practices will incorporate this policy.

SUGGESTIONS APPROVED BY LOCAL COMMITTEE

Suggestion No. 21286 - Mildred S. Ferguson Budget Division. Award of $10.00.
Concerns - Processing bills for electric service.

Suggestion No. 197501 - Erma M. Sittler - Property & Services Branch, Award of $190.00.
Concerns - Issuing illustrated manual of format for each type message prepared, and a listing of the most commonly used contractions.

Suggestion No. 20385 - Clyde D. Hood - Central Altitude Reservation Facility. Award of $25.00.
Concerns - Revising Mission Envelopes.

Suggestion No. 2030 - Harry O. Caldwell - Personnel & Training. Award of $25.00.
Concerns - Recording job performance on a quarterly basis by appropriate checks on an evaluation sheet.

Suggestion No. 12614 - Marion R. Pierce - ATM Division. Award of $15.00
Concerns - Listing of facilities that furnish weather reports in alphabetical order to accelerate method of finding identifier of a station.

Suggestion No. 25354 - Harold T. Snow - ATM Division. Award of $10.00
Concerns - Area "B relay of Flight Plans, increase of efficiency.

Suggestions 42203 & 49346 - Louis E. Hollis Flight Standards Division. Total award of $50.00.
Concerns - 42203 - Placing a piece of flint impregnated cloth to ladder steps to prevent slipping resulting from water, oil, etc.
Concerns - 49346 - Tool for installing brake block retainer springs.

Suggestion No. 42277 - J. P. Cunning - Flight Standards Division. Award of $25.00.
Concerns - Improving electrograph recordings by moistening the fur brush in the developer assembly.

SAVE SOME

May is SAVINGS BOND MONTH.

Everybody believes in saving - everybody wants to save - but how? Why not BONDS? Here are at least a dozen reasons for considering Bonds:

1. Automatic - The Payroll Saving Plan is the only way you can buy bonds with easy payments spread over several paydays.

2. Habit-Forming - Once you start, you'll get the habit with no effort on your part.

3. Painless - You never miss the money you put away each payday.

4. Patriotic - Bonds give you a stake in America's future.

5. Regular - And that's what counts in building savings into a worthwhile size.

6. Convenient - In an emergency you can cash bonds at the nearest bank.

7. Sure - Fully guaranteed by the United States of America.

8. Loss-Proof - The Treasury will replace lost, stolen, or destroyed bonds.

9. Simple - just sign a card - Treasury Form #2254.

10. Tax-Deferring - You don't have to pay income tax on interest that E bonds earn until they are finally cashed.

11. Flexible - At retirement you may want income-paying bonds - trade your E bonds for Series H that pays interest each six months.

12. Important - Payroll savings can be the best thing you've ever done to build financial independence.

Save all the work of saving, by saving where you work. BUY BONDS on the automatic Payroll Savings Plan - TODAY.

TELETYPIST WINS AWARD

Smiling Erma Sittler, Teletypist in Administrative Services Division (RM-340) at Regional Headquarters is shown receiving a check for an Award of $190 as a result of the adoption of her suggestion for a Teletype Handbook.

The Handbook Erma designed was distributed throughout the Region and materially assists the users of teletype service to prepare messages which can be transmitted promptly and economically.

Presenting the check to Erma is Don Randolph, Chief, Administrative Services Division, who exhorted the ASD personnel present to "Go Thou and do likewise."

It is reliably reported that the Sittler household now enjoys high fidelity music as the result of Mrs. Sittler's valuable contribution to the FAA Incentives Award Program.

Coffee, tea or . . . .

Mainliner passengers' answers to that question in 1960 accounted for 157,000 pounds of coffee, 3,150,000 bags of tea and 1,595,000 pints of milk, according to United Air Lines records.

AVIATION TASK FORCES REPORTS DUE OUT SOON

FAA's Administrator Najeeb E. Halaby announced recently in a talk before the Oklahoma City Chamber of Commerce that he expects within a few weeks to have reports from the Task Forces appointed at his request by President Kennedy and dealing with the future aspects of aviation in these United States.

Three such Projects, each with its own task force are at work now.

Project Horizon, headed by Fred M. Glass of New York, long identified with aviation, is to study and recommend national aviation goals for the period 1961 to 1970. In creating this task force, President Kennedy said that the definition of goals is "essential if the agencies of the Executive Branch are to work effectively together and with the Congress toward common objectives and if the United States is to have a safe, efficient, and economical national aviation system."

Fred M. Glass, a chairman of Project Horizon, is presently executive Vice-President of the Empire State Building Corp., and was Director of Aviation, Port of New York Authority; President of Air Cargo, Inc.; Vice-President, traffic, Capital Airlines, Counsel for American Airlines, and attorney for the CAB.

Other members of Project Horizon include Stanley Gewirtz, until recently Vice-President-Administration for Western Air Lines; Gerald A. Busch, Corporate Director of Marketing Planning, Lockheed Aircraft Corp.; Paul Reiber, Ass't. General Counsel, ATA; and Dr. Leslie A. Bryan, Director, Institute of Aviation, University of Illinois.

Project Beacon, headed by Richard R. Hough of Cleveland, Ohio, is studying the present air traffic control system and will come up with a modern air traffic system including an assessment of possible technological advance permitting an orderly and economic progress as the state of the art and aviation requirements develop. This task force group is concerned with navigation and communications requirements and systems.

Assisting Chairman Hough, who is Vice-President-Operations, a director and member of the Executive Committee of the Ohio Bell Telephone Co., are members Harry B. Combs, President Combs Aircraft Co., Denver; George C. Comstock, Vice-President and Deputy Technical Director of Airborne Instruments Laboratory; James F. Digby, member of Research Council staff of the Rand Corporation; William Littlewood, Vice-President Equipment Research, American Airlines; Russell Newhouse, Director of Missile Systems Development at Bell Telephone Laboratories; and Nathaniel Rochester, Director of Experimental Machines Research for the IBM Corp.

The third task force, called Project Tightrope, is made up of what Mr. Halaby calls "legal eagles" or lawyer pilots who have been given the task of examining rule making and rule enforcing aspects of the agency with a view in mind to codify and eliminate any now-obsolete provisions of the Civil Air Regulations, some of which are 35 years old. The aim of this task force is that of simpler rules.

Each of these task forces will have a direct bearing on the activities and the future of this Agency, and as results from these groups are reported they will be carried in future issues of FLIGHT LINES.

$ for Smoother, Safer Flight

The airlines' investment in each radar unit installed on most of today's commercial planes is equal to the cost of a new four-bedroom ranch house with a Rolls Royce in the breezeway, according to the Air Transport Association.

WASHINGTON NEWS

General Aviation "Hangar Flying" meeting scheduled for May 27th. Our Administrator, N. E. Halaby has invited general aviation pilots and other airmen to meet with him at Van Nuys Airport, adjacent to Los Angeles on Saturday, May 27th. The program will be without a planned agenda but rather will be open to questions, suggestions and any problems the group wishes to present.

Mr. Halaby said, "By holding the meeting on a Saturday, we hope that the weekend, non-professional fliers will be able to attend."

Coded Radar Transponders Proposed for Positive Control Areas. As a further step to improve safety through better radar service, a radar beacon transponder that can transmit coded identification signals from the aircraft to a ground beacon receiver is proposed as a requirement for aircraft operating in positive control areas. The industry is invited to comment on the proposal.

Swatek Named Chief of FAA Office of Public Affairs. Phillip M. Swatek, who has been serving as the Washington Correspondent and Chief of the Bureau of the Cincinnati Enquirer for the past five years has been named by Administrator N. E. Halaby as Chief of the FAA Office of Public Affairs and will report for duty about June 1st.

Swatek graduated from the University of Illinois in 1947, and is a pilot, having served with the U. S. Navy in WW II.

FAA To Require Flight Recorders. Flight recorders, now required by the FAA on all air carrier jets and on other air carrier planes operating above 25,000 feet will be required in the future on those same planes used for flight checks, training flights, ferry and test flights.

Packed any Parachutes Lately? Proposed changes in rules applying to packing of parachutes will, if put into effect, permit Sport parachutists and sky divers to pack their own jump sacks. Present regulations require FAA certificated parachute riggers to do the job but under the proposed rule, those chutes used exclusively for intentional jumping may be packed by the user. There's more to it so read up on it before trying.

FM Portable Radios Prohibited on Aircraft. No more FM tunes on that portable while airborne, chum. Seems that investigation shows cases wherein portable FM radios have interfered with the VHF receivers used by the pilots for navigational purposes. This rule prohibiting their use also applies to dictating devices and recorders operating within the 108-118 megacycle range.

Aircraft Speed Limit Proposed Near Airports. As a step in improving the air traffic control system, it is proposed that a speed limit of 250 knots (288 MPH) for all arriving aircraft operating below 14,500 feet and within 50 miles of the destination airport. This speed limit would make it easier for pilots of high speed aircraft to see and avoid other aircraft in good weather and in instrument weather will permit the pilot to change course with little prior notice. Greater speed standardization will also simplify separation between aircraft in the terminal areas for ATC purposes.

FAA Issues Type Certificate for New Cessna Skynight. Region 3's Engineering and Manufacturing Branch of Flight Standards Division has just announced issuance of the necessary certificate to the Cessna Aircraft Co., for the manufacture of their latest, a turbo super-charged version of the popular twin-engine 310. Issuance of the type certificate permits the Cessna factory to produce duplicates of this type design for sale to the public.

HINTS FOR FIRST AID

With the advent of spring (late as it was), we know that summer is close behind. With summer comes various activities that take us to the great outdoors. Great as it may be, the outdoors brings to some of us such headaches as poison ivy, oak or sumac, and sunburn.

Poison ivy and poison oak have shiny leaves that take on bright colors in the fall. Poison sumac leaves are orange colored early in spring, then turn green. In the fall they become red-orange or russet colored. The berries, when present, are white. The leaves of poison ivy and poison oak are somewhat broad and grow in groups of three. Poison sumac usually has 7 to 13 leaves to each group.

A good saying to remember is this:

Leaflets three - let it be.
Berries white - take fright.

Sumac

Ivy

Oak

Usually, the poisoning results from touching the plant. But the amount needed to cause poisoning in some people is so small that they may suffer after touching a shoe that carries the oil. Even smoke from a burning plant may carry the oil.

Symptoms: The skin gets red and swells in 1 to 9 days. Blisters develop. Itching is usually present. Sometimes when the face is affected, the swelling becomes so great that the eyes are swollen.

If you touch a plant, don't touch other parts of the body because that will spread the poison. Wash the part affected in heavy soap lather and warm water. Don't rub. Don't let the water run to other parts of the body. Rinse with rubbing alcohol.

If the poisoning develops consult your doctor.

Severe sunburn should not occur with all the suntan lotions and creams available. However, if you should become a victim of sunburn, here are a few first aid hints that might help.

For a mild sunburn, cold cream or such oils or greases as salad oil or shortening, may relieve pain, and some of the commercial suntan lotions can be applied, following exposure to the sun, for comfort. Butter or oleomargarine should never be applied to any type of burn. If blisters appears, a sterile dressing should be applied and medical care sought for extensive and severe sunburn cases.

Also, remember that the injured areas should not be exposed to the sun again until healing is complete.

A HINT TO THE WISE - If you are planning to swim in the sea this summer, remember this helpful hint from Modern Medicine, May, 1961. Light-skinned persons wearing black or dark swim suits are

attacked most frequently by sharks, reports Dr. Leonard P. Schultz of the Smithsonian Institute, Washington, D. C. in shark-infested waters, swimming alone is more dangerous than staying with a group, and the person who goes to the rescue of an attack victim has a 1-to-5 chance of being attacked himself.

Patient: "Doctor, I have a hard time remembering things from one minute to the next."
Doctor: "How long has this been going on?"
Patient: "How long has what been going on?"

A SAFXTY MXSSAGX

An opxn Lxttxr:

Xvxn though my typxwritxr is an old modxl, it works quitx wxll xxcxpt for onx of thx kxys. I wishxd many timxs that it workxd pxrfxctly. It is trux that thxrx arx forty-six kxys that function wxll xnough, but just onx kxy not working makxs this diffxrxncx.

Somxtimxs is sxxms to mx that a safxty program is somxwhat likx my typxwritxr - not all thx kxy pxoplx arx working propxrly.

You may say to yoursxlf, "Wxll, I am only onx pxrson, I won't makx or brxak a program." But it doxs makx a diffxrxnce bxcausx a safxty program, to bx xffxctivx nxxds thx activx participation of xvxry xmployxx.

So thx nxxt timx you think you arx only onx pxrson and that your xfforts arx not nxxdxd, rxmxmbxr my typxwritxr and say to yoursxlf, "I am a kxy pxrson in our safxty program and I am nxxdxd vxry much.

C. O. BOGLX
Occupational Safxty Officxr

SECURITY - MEDICAL TREATMENT

"Security in Depth" refers to the complete protective package of "Security" from clearances to classified document records to control procedures, repositories, locked doors, strong walls and even guards.

"Medical treatment" with respect to an open wound refers to its cleansing and treatment with drugs, covering with a dressing, bandaging and attendance by a doctor.

Both are alike in principle. One has the objective of preventing infection, thereby insuring proper healing to safeguard the health and possibly the life of the patient, while Security has the objective of preventing the compromise of classified information, thereby helping to insure our National Security and thus safeguarding the best interests of our country and way of life.

An individual's conscientious adherence to all "medical" steps or "security" steps is the principal ingredient for our continued long life or the continued freedom and security of our Country. Any one part by itself may look unnecessary but a building, to be solid, must have every brick in place according to the master plan.

"Do your part."

FAA National Airport Plan Released.

According to the FAA National Airport Plan submitted to Congress on April 25th, a total of 465 new airports should be built and 2,834 existing airports should be improved if we are to meet the nation's civil aviation needs over the next five years. While no Federal Funds are provided by the NAP, the total costs as forecast would run some $1.1 billion over the 5-year period.


DON'T MAKE THIS
MEMORIAL DAY
your
MEMORIAL DAY
drive carefully