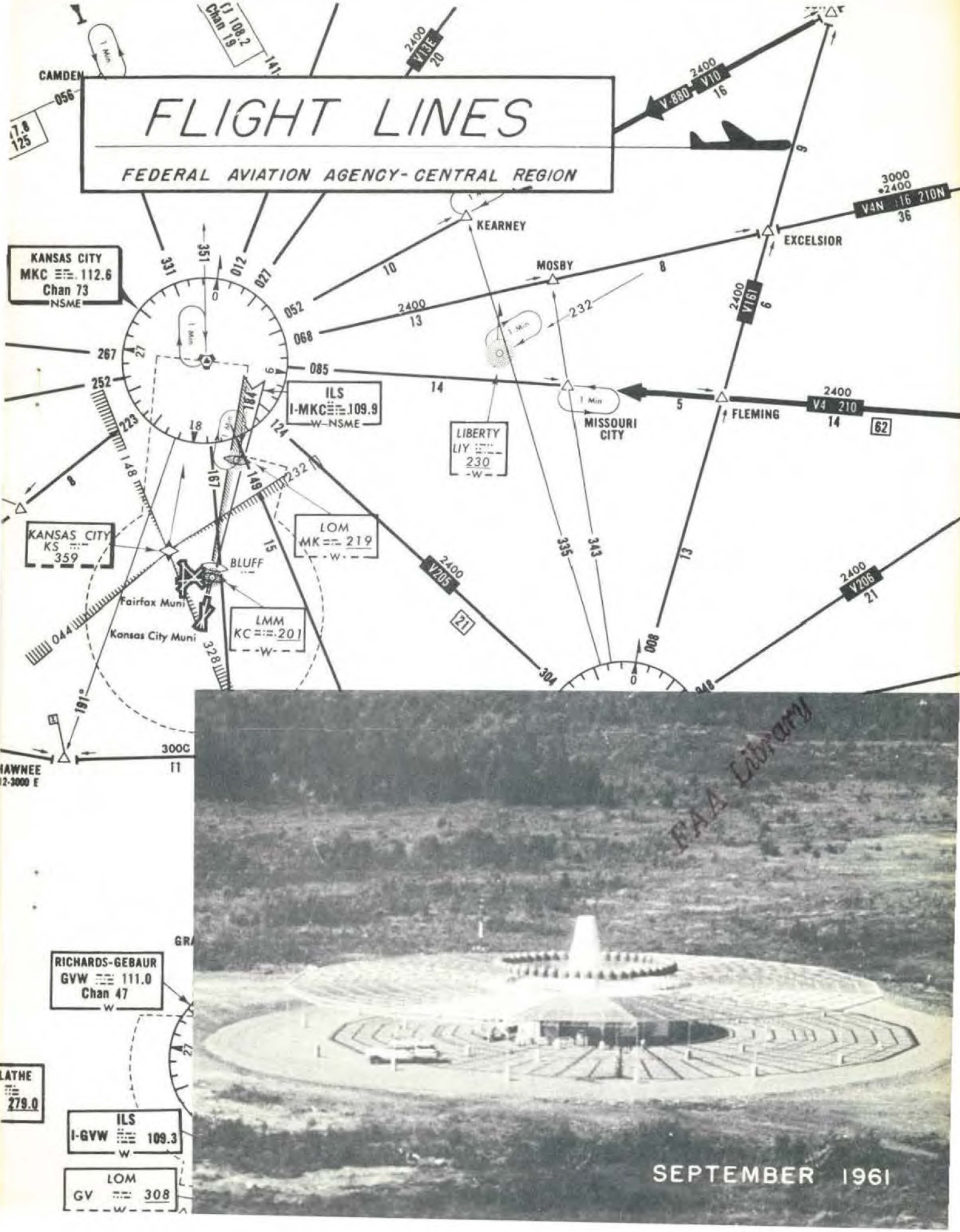
FLIGHT LINES

FEDERAL AVIATION AGENCY - CENTRAL REGION



FLIGHT LINES
FEDERAL AVIATION AGENCY - CENTRAL REGION

Vol 3, No 8 Published Monthly for FAA Employees and Their Families

Produced by the Office of
Public Affairs (CE-5)
Federal Aviation Agency
4825 Troost Avenue
Kansas City 10, Missouri

Henry L. Newman -
Regional Manager

Marshall C. Benedict -
Editor

Mildred Sylvester
Ass't Editor

ON THE COVER

FIRST DOPPLER VOR
IN THE NATION
AT MARQUETTE,
MICHIGAN.

Photo by C. L. Jones
CE-438.5

- - - - - - - - -

DIVISION REPORTERS

Air Traffic Division
George W. Kriske

Aviation Facilities Division
Clyde W. Pace, Jr.

Flight Standards Division
Leslie R. Eichem
George W. Ireland
K. D. Mackenzie
Walter J. O'Toole

Personnel and Training
Birch J. Doran

Aviation Medical Division
Doris M. Snow

Legal Division
Betty Vogel

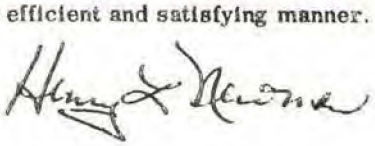
FROM THE REGIONAL OFFICE

STATUS OF REORGANIZATION

Knowing that most employees are very much interested in the progress of the reorganization plan which involves the establishment of the Southern Region and changes in the administration of the existing regions, the following is a brief synopsis of the current status. The organization plan for the new Southern Region, prepared by the Assistant Administrator for that Region, has been approved by the Administrator, subject to organization review as of June 30, 1962. It is anticipated that the new region will be activated approximately January 1, 1962, at which time the actual direction of the FAA program in the area will be transferred from Fort Worth to Atlanta. Selections for positions in the new region are being made as rapidly as practicable. An office has been opened in Atlanta but the actual direction of the entire former Region Two still remains in Fort Worth.

Certain organization concepts have been approved for the new region which differ from those in effect in the Central Region. While the Southern plan may constitute a prototype, Mr. Halaby has made it clear that he does not consider it necessary that each region be organized in exactly the same pattern. It is possible, therefore, that each region may vary in some degree in its organizational structure. The period from January 1 to June 30, 1962, will, no doubt, serve as a trial period to determine whether or not the entire pattern now adopted for the Southern Region or some parts of it will be followed in other regions. Perhaps some refinements will be made to accomplish the objectives for a streamlined organization with decentralized authority to attain maximum effectiveness at minimum cost.

It is emphasized that, in the meantime, all of us have an important job to do in carrying out our assigned responsibilities as they now exist, regardless of the type of organization which is finally decided upon for the various Regional Offices. The impact of the organization changes on the large majority of employees will not diminish in any way their responsibilities for making our FAA program successful or change the manner in which their individual assignments are carried out. The aviation industry in the United States today has become such a vital part of our over-all economy, it is only going to continue to grow. To each one of us, this should mean that the requirement for our service will continue regardless of the organizational decisions made which will personally affect relatively few in the Central Region. Each of us should realize the importance of his own particular function in accomplishing the over-all Agency objectives. The reorganization plan is intended to help us all do our work in a more efficient and satisfying manner.



THE DOPPLER VOR

by Richard E. Larson, CE-438.5

The latest development in the ever-improving air navigational aid system of the Federal Aviation Agency is the new Doppler VOR. The commissioning of the Marquette, Michigan Doppler on June 29, 1961, marked a first of its kind in the United States.

Another Doppler has been commissioned recently at Rikers Island, near New York City.

The standard VOR, which has been the "old standby" of the Federal Airways System for the past decade, now has a new counterpart. Even the dependable VOR has limitations due to terrain and industrial congestion that cause bending and scalloping of the VOR courses. The increasing number of airways being developed and the large population build-up around cities and airports make it difficult to find a location suitable for a standard VOR, and for this reason the Doppler VOR was developed.

The introduction of Doppler VOR into the FAA system was initiated at the Technical Development Center in 1958. Although the Doppler had not been fully developed, the regions were given the assignment to iron out the technical "bugs" and come up with a workable Doppler.

The first site selected in the Central Region was at Jackson, Michigan. Many technical difficulties were encountered at Jackson, and it was found that improved equipment design would be necessary before there could be a commissioned Doppler VOR. With time as the controlling factor, the Jackson site was later commissioned as a standard VOR.

In the early summer of 1960, a temporary Doppler VOR using test vans was set up on the Municipal Airport at Kansas City in an effort to gain more technical data and, at the same time, to test the site for a Doppler VOR.

The Doppler VOR is housed in a standard 36' x 36' VOR building and has a 150-foot counterpoise (see cover picture). The counterpoise serves as a roof for the building and also as a level ground plane for the antenna system. The Doppler counterpoise uses the standard VOR 50-foot solid metal counterpoise, plus a 100-foot wire mesh extension.

In the center of the counterpoise stands a 14-foot white fiberglas dome which shelters the central antenna array. Fifty doppler antennas with their own individual derby-type fiberglas domes are symmetrically located about the central array on a 22-foot radius circle.

The Doppler VOR produces radiated information which the present standard airborne receiver, without modification, converts to useful bearing information.

The Doppler, like the standard VOR, produces two signals, called the reference and variable signals, which the aircraft VOR receiver compares in a phase comparison circuit to establish the course or azimuth the aircraft is flying. In the standard VOR system, the variable signal is generated by Amplitude Modulation (AM), and the reference signal by Frequency Modulation (FM). The variable signal contains the azimuth information, but amplitude modulation is susceptible to interference caused by reflected signals from nearby objects, such as trees or buildings; therefore, this is an undesirable feature of the standard VOR.

In the Doppler VOR, the function of these

This is the Doppler distributor unit, nicknamed "Cream Separator" for obvious reasons.

The A bay of the Doppler VOR equipment showing 2 of the 4 transmitters on the extreme left.

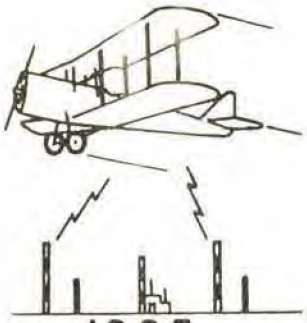
This is a section of the Doppler VOR showing a portion of the 50 antennas with their hats on. →

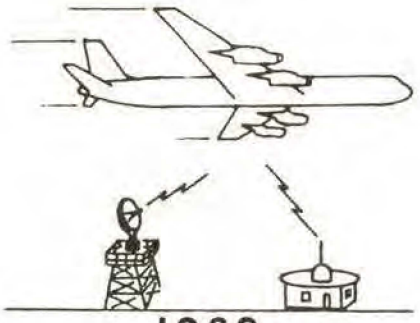
signals is reversed. Since the FM signal is much less susceptible to this interference, the Doppler can be used at locations which are unfavorable to the standard VOR.

The word "Doppler" refers to the principle whereby the pitch or frequency of sound appears to get higher on approach and lower on departure, with the speed of the moving object determining the amount of deviation of the frequency. The Doppler effect is realized in the Doppler VOR by the method in which the 50 doppler antennas are fed with radio frequency energy. Within the VOR building a motor-driven device, called a distributor, feeds the RF signal to each antenna in turn and in effect simulates a single antenna rotating on a radius of 22 feet. The simulated rotation is needed to provide relative motion between the antenna and the aircraft receiver, thereby producing frequency modulation due to the "Doppler effect".

The FAA has programmed several Dopplers throughout the United States. Tentative plans include a Terminal Doppler VOR at the Kansas City Municipal Airport in the near future.

Doppler VORs have a definite future in the expanding Federal Airways System, but it is not the final answer to all the navigational aids problems. New improvements are now being studied to permit double sideband operation with the Doppler. Also, new monitoring and frequency control systems are being studied.





AIR TRAFFIC DIVISION

"FAA's MOST CHALLENGING MISSION"

Another editorial deadline for FLIGHT LINES is here - I can tell by the looks I get every time I walk down the hall past Marshall Benedict's office; these are the friendly type looks - like you get from a dyspeptic landlord when you are two months behind in the rent payments. Somehow, this past month has been a relatively quiet one and there is not much to offer that fits the "So, what's new?" category. That's why we've been stalling off the landlord - I mean the Editor's office until the last minute, hoping something unusual would happen. We will toss out a few bits and pieces of things that have come our way and hope that both the readers and the "landlord" are appeased until next issue - so here goes.

Halaby FLY-IN at St. Paul, Minn.

All of our field facilities know there was a FLY-IN meeting of General Aviation pilots at St. Paul Downtown Airport (Holman) on August 26, at which Mr. Halaby presided as combination M.C., moderator, and in somewhat the same capacity as an FAA-type "Dr. Anthony", in that he was called upon from the floor, many times to answer a variety of questions that touched on virtually all phases of the Agency's programs. He does this job real effectively and is seldom at a loss for an answer.

The FLY-IN brought approximately 750 (someone's best "guestimate") pilots and general aviation representatives of various types from the northern part of our Region together in the Minnesota Mining & Mfg. Co. (3-M) Hangar at Holman Field.

The Holman Tower is operated by the Minneapolis-St. Paul Metropolitan Airports Commission and normally has only one controller on duty, so in anticipation of a large influx of general aviation aircraft for this event we augmented their operating staff by two controllers from MSP Tower assigned for the occasion - one to handle ground control and the other to serve as a traffic spotter to assist the local controller in establishing the landing sequence.

Due to a prevailing marginal visibility condition as the result of smoke that drifted southward from Canadian prairies and marshland fires and blanketed the northern tier of States in our Region and creating 1 to 3 mile visibilities from the ground to some 8000 feet over the area, the number of aircraft that flew in for the St. Paul event was much less than anticipated, which was probably fortunate under the circumstances, as they were having some difficulty in finding the airport and seeing other aircraft in the traffic pattern. A lot of pilots from the surrounding area elected to drive instead of fly and the number of aircraft that flew in probably did not exceed 80 or 85.

The Minneapolis FSS set up and operated two Pilot Briefing desks with weather data obtained from the Service "A" printer in the 3-M Pilot's Lounge and a direct line to MSP FSS for filing and closing flight plans. One briefing desk was in the Holman terminal building and the other was positioned in the 3-M Hangar where the meeting convened. MSP FSS personnel manned both positions until the meeting broke up in mid-afternoon.

Following the adjournment of the General Aviation meeting, Mr. Halaby made a brief talk to local FAA personnel from the various

offices and facilities in the Minneapolis Metropolitan area before leaving for Washington.

New ARTC Center Building Preview

On August 25 and 26 a limited Open House was held at the new Kansas City ARTC Center Building at Olathe. The Open House was limited to FAA personnel in the Kansas City Metropolitan Area and their families. According to estimates furnished by George D. Smith, Center Chief, approximately 150 people visited the new building on Friday, August 25, while some 400 or more toured the facility on the following day.

Although we did not get a chance to take in this preview, due to the St. Paul FLY-IN we can well imagine that the new building made quite an impression on the troops that have been accustomed to working shifts in the "dark hole" at Municipal Airport these many years.

Similar Open House events will be held at other new Center buildings - Aurora, Farmington, and Indianapolis - at the appropriate time for the benefit of local FAA personnel.

Visits

Since the last issue went to press, we visited the following places in the field: IND Center, TWR, FSS and ATAS office; EAU FSS and new Terminal Bldg.; MSP Center, FSS and STP TWR; DSM TWR and FSS; HUF FSS and TWR; EVV CS/T; OWB Airport; VLA FSS; STL FSS and TWR;and CBI FSS.

What's New.

Lyle K. Brown reported for duty at the R. O. on September 5 and took over his new duties as Chief, Operations Evaluations Branch (CE-540). We'll bet he wishes that he could have brought his ATAS office at IND with him, as the space he vacated can not be compared (favorably) with anything that is available at 4825 Troost.

Ed Kierski, formerly in our Operations Evaluation Branch (Spl Investigations Sect.) was selected to fill the new Air Traffic Area Supervisor position at Minneapolis. Ed is getting his feet wet in ATAS duties by pinch-hitting for Fred Lorch in the Kansas City ATAS office while Fred is on annual leave, and he will report to MSP to set up housekeeping as an ATAS on Oct. 2 in a temporary office in the Minneapolis Center's administrative offices.

Ed will take over the entire MSP control area, which heretofore has been divided between Lorch/MKC and Shotliff/DTW.

New Facilities

The Jackson Tower will be commissioned on Sept. 30, with Roger Groves, formerly JXN FSS Chief and prior to that at MLI CS/T, as Tower Chief. JXN TWR will operate as a non-approach control (VFR) tower, 16 hours daily.

The DuPage Tower (St. Charles, Ill.) will be commissioned on Nov. 1, also as a 16-hour, non-approach control (VFR) tower. The selection of a Tower Chief has not been accomplished yet.

Local Boy Makes the "Big Time"

If you will look on pages 32-33 of the September issue of SKYWAYS magazine you will see Jack Coffey's picture in an article on the Washington Operations Evaluation Division ("How FAA Improves Flight Services"), where Jack is now Chief, EnRoute & Communications Evaluation Branch.

Lifesaver

We frequently receive reports which indicate that our personnel in the field are doing their jobs in an outstanding manner, often involving decisions which directly affect the saving of lives and property. These are the occasions when the Air Traffic Specialist, whether he be in an FSS, Tower, RAPCON, or Center is confronted with a situation where the chips are down and he is face to face with a problem that

can have serious or tragic consequences if he makes the wrong decision, or fails to take any action, and there are no guidelines, rules or MANOPS to tell him what to do. This is where initiative, quick thinking and positive action must take place, with the knowledge and realization that if things don't work out right you may have a later problem justifying your decisions and actions to the Monday Morning Alumni Assn.

It always makes us feel good when we learn of instances where our personnel in the field have been confronted with a critical problem and rise to the occasion, whatever it may be, and handle the situation in a manner that brings credit to the Air Traffic Service and the Agency. Here is such an incident.

On Sept. 6, the Lexington, Ky. CS/T contacted the IND Center Watch Supervisor, Howard H. Rogers, at 0815Z and requested assistance in handling an emergency. Hospital authorities at LEX had transported a patient to the airport in a desperate effort to obtain air transportation to a military establishment where a decompression chamber was available. The patient, a Lexington policeman, had been engaged in diving operations at a lake in an effort to retrieve bodies of victims of a boating accident, and during dives to nearly a 200 foot depth he developed a severe case of the "bends".

After local hospital treatment for several hours, the patient's condition became serious and hospital authorities were faced with the problem of obtaining air transportation to Patterson AFB in an attempt to save his life.

At the time Rogers was notified by LEX CS/T, it was estimated that the patient could not live more than an hour or two without special decompression treatment. Due to the early hour, none of the local charter flight operators at LEX were available to provide air transport. Rogers, considering that a human life was at stake and urgent action was mandatory, contacted several en route air carrier flights in the LEX area to determine if they could land to pick up the patient. The majority of these were long range flights and were over allowable gross weight for landing and takeoff at LEX. An EAL flight (DC-7) en route TPA-CMH was willing to land and make the pickup, provided FAA would grant an on-the-spot waiver for this type aircraft to land LEX. Contact with the ACDO at IND revealed that the FAA could not authorize this and that the decision was up to the carrier; therefore, Rogers immediately got in touch with Wright-Patterson AFB Operations and after explaining the critical situation arrangements were immediately by the Flight Surgeon to dispatch a C-47 AIREVAC flight to LEX with medical personnel and special equipment.

The flight landed LEX at 1121Z, by which time the patient had become unconscious and was in such critical condition that the Flight Surgeon determined he would have to be flown immediately to Bolling AFB, Washington, D.C. for treatment necessary to save his life.

The AIREVAC C-47 departed within 10 minutes after landing LEX and arrived Bolling AFB at 1505Z, with priority handling of this flight arranged by Rogers through coordination with the Washington Center.

It was later reported that the patient, although in serious condition with paralysis of the lower extremities, had regained consciousness and was expected to recover.

We have written Howard Rogers a letter of commendation for his initiative and resourcefulness in handling this situation which resulted in the saving of a human life. We are proud of the way in which our personnel continually respond to occasions where there is no book, no Division direct-

ive, and frequently no one else available to help them make the right decisions. This is what sets the Air Traffic Specialist apart from other specialized jobs which, although equally important in the performance of the FAA over-all mission and objectives, do not require those many decisions which may immediately affect the safety of lives and property.

Folly

We close this month's column by quoting a bit of sage advice and prophecy from one of aviation's pioneers, which appeared in the September issue of the Alaskan Region's MUKLUK TELEGRAPH and was taken from THE ILLUSTRATED WORLD, Vol. 49, No. 3, published in May, 1914.

"FOLLY TO CROSS ATLANTIC IN AIR"

By Orville Wright, Aviator

"It is a bare possibility that a one-man machine without a float and favored by a wind of say fifteen miles an hour might succeed in getting across the Atlantic, but such an attempt would be the height of folly. When one comes to increase the size of the craft, the possibility rapidly fades away. This is because of the difficulties of carrying sufficient fuel. On the basis of figures which I have worked out, I find that no less than 53% of the entire load, including the weight of the machine itself and all, would have to be fuel. In other words, if the aeroplane, loaded and ready to start, weighed one thousand pounds with aviator and all aboard, of that total five hundred and thirty pounds must be gasoline, and these figures are based on the most efficient performance of the motor all the way and the lowest known fuel consumption. It will readily be seen, therefore, why the Atlantic flight is out of the question."

Makes you wonder whether TWA, Pan Am, BOAC, Air France, etc., know about this Trans-Atlantic problem, doesn't it?

Gus Kristek, CE-5

This is the fourth installment of the personal biographical sketches of our Air Traffic Facility Chiefs and will cover those whose last names begin with the letter "C". In our batting order for the September publication, "C" is for: Campbell (VLA FSS); Capps (CID TWR); Carlson (MKG CS/T); Carmen (SPI CS/T); Casey (ABR FSS): Chambers (JLN FSS); Comerford (CGX TWR); Coughlin (SBN FSS); Crow (DIK FSS).

Our leadoff man is:

Campbell, G. Wesley, Vandalia FSS Chief, whose birthplace was on a farm near Lena, Wisconsin. He attended school at Two Rivers, Wisc., graduated from high school there, worked in a general store and in various departments of the Hamilton Mfg. Co. until he decided on a career with the CAA.

Wes entered on duty at Jackson, Mich. in January 1938 as an Assistant Airway Keeper, and became Airway Keeper in-

Charge at Ashley, N. D. in May, 1940. His later duty assignments were at Saginaw, Mich., Flint, Mich., back to Saginaw, Cincinnati, Ohio, Cherry Fork, Ohio, where he became Station Chief, thence to Lone Rock, Wis., Dickinson, N. D., and finally to Vandalia, Ill., where he has been our Station Chief since Dec. 4, 1955.

He lists hunting and fishing as his principal off duty activities in season, and spends a lot of his weekends at his cottage on Racoon Lake, near Centralia, Ill. He is also active in fraternal organizations.

Capps, Emerson S., Cedar Rapids Tower Chief, is a native of Arkansas, and attended A. & M. College at Magnolia, Ark., for two years. He transferred to the University of Arkansas at Fayetteville, completing his formal education there with a B. S degree in 1940.

After serving one year with the Farm Security Administration as Assistant County Supervisor at Nashville, Ark., he entered military service with the U. S. Army in 1941. He completed OCS trainine at Ft. Benning, Ga. in March, 1942, and was commissioned as a 2nd Lt., transferring to the Air Corps for pilot training, after which he served as a pilot instructor in B-24 and B-29 aircraft at bases in Kansas and Texas until January 1946.

Emerson worked for a short time with TWA at Wichita as a Passenger Agent and EOD with CAA as an Assistant Controller, which was followed by duty assignments at the Denver Tower, Denver ARTC Center, and a transfer back to Wichita Tower/ RAPCON. He was selected as Tower Chief at the Cedar Rapids Tower when it was commissioned for operation in 1959.

Outside activities include church work, Kiwanis Club, "Y" Indian Guides program, and Cub Scouts.

Chief hobbies are flying, fishing, camping, woodworking and gardening; all of these revolving around a family of two daughters and a son.

Carlson, Iver R., Muskegon CS/T Chief, was born in Chicago, Ill., where he received his education, including 6 months at Diesel Engineering School.

His early work experience was with a wholesale merchandising company and with a candy manufacturing company. He entered military service with the U. S. Army Coast Artillery and served from 1935 to 1938 at Ft. Sheridan, Ill. and Ft. Mills, P. I., and was later with the USAF (AACS) as a radio operator and control tower operator in the Central and South Pacific Theater of operations from 1941 to 1945.

Iver entered on duty with CAA at the Louisville Tower in September, 1945, and while at LOU he took flight training under the G. I. Bill at Bowman Field where he became a member of the Aero Club and Flying Club 1946-49. He worked at Standiford Tower (LOU); transferred to Muskegon CS/ T in 1949, where he became CS/T Chief.

He lists his outside activities as: two daughters, music (organ), coin collecting (this is a hobby all of us would enjoy participating in!), and photography; he is also active in PTA and church work.

Carmen, Richard A., Springfield (ILL.) CS/T Chief, reports his birthplace as Locust Hill, Ky., from whence he moved to Indiana and attended school, graduating from High School at Sandborn, Ind. He attended Evansville College from 1926 to 1929, and worked for the S. S. Kresge Co.

until February 1930.

Dick joined up with the FAA/s predecessor agency in February, 1930, at Helmer, Ind., as an Assistant Airway Keeper. Over the span of years since his EOD he served at communication stations at Vincennes, Ind., Lafayette, Ind., Indianapolis, Warsaw, Ky., where he became Station Chief in 1942, thence to Evansville, Ind..

In November 1944 he became a Communications Inspector in the Chicago Regional Office, and served as a Communications Instructor at the Training Center for 6 months. He moved back to Indianapolis in July 1945 as Station Chief, where he remained until August 1952 when he transferred to Springfield, Ill. as CS/T Chief.

Dick holds a Private Pilot Certificate and is interested in all types of sports and reports that he looks forward each year to the Indianapolis Speedway "500" Mile Race event.

Casey, Howard E., Aberdeen FSS Chief, was born at Kent, Iowa, on a farm in the southwestern part of the State. He attended grade and high school at Corning, Iowa, and took one year of Engineering at the University of Iowa at Iowa City, followed by a six months night course on Radio at Mason City Junior College and advanced radio correspondence courses with the Capital Radio Engineering Institute, Washington, D. C.

Prior to his employment with CAA in 1941, Howard worked on the farm, did three and one-half years of radio sales, maintenance and repair work, and was with a grocer wholesale concern.

His EOD with CAA was in June, 1941, at the Mason City, Iowa station, where he remained except for a 3-month assignment to Burlington, Iowa, until September 1960, when he was promoted to FSS Chief at Aberdeen, S. D.

He reports his outside activities and interests as sports (tennis, golf and bowling), woodworking, metal work, automobile repair work, and "playing cards" (this may be an innocent disguise for "poker shark").

Chambers, Louis L., Joplin FSS Chief, is also, like Emerson Capps, an Arkansan and was born at DeWitt, Ark. He received his early education in Tennessee, attending grade schools at Pleasant View and Stewart, followed by High School at Erin, Tenn. He attended Jefferson College at St. Louis, Mo., and the University of Memphis in Memphis, Tenn.

Work experience prior to CAA included duty as a railroad telegrapher, Clerk and Agent; with a period of school teaching in Tennessee. Louis was in the U. S. Army Signal Corps from August 1928 to August 1934 as a radio operator, technician and installation man.

His EOD with CAA was at Kirksville, Mo. in September 1935, as an Assistant Airway Keeper. Succeeding duty assignments were at Kansas City, St. Louis, Springfield, Mo., where he became Station Chief in 1942, followed by a move to Joplin, Mo., as Chief in September 1952 when Springfield became a CS/T.

Comerford, Daniel R., Meigs Tower Chief, is, we assume, a native of Michigan. We have made this deduction because he neglected to state his birthplace in the biographical summary he submitted, in which he indicated that he attended

school and was graduated from St. James High School at Ferndale, Mich. (If our deductions have led us astray in this conclusion, we offer an apology.)

Dan worked at the Fleetwood Body Division of GMC for a year, then attended Michigan State College in 1942. He served in the USAF and graduated from Radio Operator-Mechanics School at Scott AFB, Ill. and became a crew member as a Flight Radio Operator with the Troop Carrier Command.

He transferred to AACS and became a Control Tower Operator. Discharged in January 1946, he was employed by the War Department as a Control Tower Operator (civilian) at Romulus AFB, Romulus, Mich. (now Detroit Metro Airport) for approximately one year, after which he worked for Kaiser-Fraser Corp. at Detroit.

He EOD with CAA in October 1947 at the Willow Run Tower as an Assistant Controller, and subsequently served at Toledo, Ohio. In March 1952 he transferred to Chicago Midway Tower as an Assistant Controller, where he remained as a member of the MDW crew until May 1921 when he was promoted to Tower Chief at Meigs Tower, Chicago, his present assignment.

Dan obtained a Private Pilot Certificate while he was at the Toledo Tower.

His outside activities involve a family of four daughters and one son, and he lists golf as a "hobby", (we know some people with whom it is more properly classified as an "obsession"!). He also boasts of a fair game at table tenis, and yard croquet. Other hobbies: gardening and fishing.

Coughlin, John A., South Bend FSS Chief, is a Wisconsinite - born at Wisconsin Dells. He was graduated from high school at Columbus, Wisconsin, and entered the Radio-Telegraph and Theory section of the Railroad Telegraphy Institute at Milwaukee. After graduation he sailed on Great Lakes steamers as a wireless operator for four seasons, and engaged in radio repair and service work in Milwaukee during the winter season when shipping on the Lakes was suspended. This was followed by a job as a Commercial Radio Broadcast Operator at the transmitter station for Station WIBA in Madison, Wisconsin where he also attended night classes at the University of Wisconsin Extension College in Electrical Engineering.

He elected to "try out" a job as an Assistant Airways Keeper with the predecessor agency of FAA at Mauston, Wis. in October 1932. Like a lot of "temporary" assignments, this one stuck and has resulted in nearly 30 years of unbroken service with CAA/FAA to date at stations in Mauston and Lone Rock, Wisconsin, Milroy and Helmer, Indiana, Dickinson, N. D., back to Lone Rock, Fargo, N. D., where he became Station Chief in 1942, Rochester, Minn., thence to South Bend as Chief, where he has remained.

John lists his hobbies as gardening and periodic fishing.

Crow, William., Dickinson FSS Chief, is a native Coloradan, born at Ramah, Col. However, at an early age his parents saw fit to transplant their domicile to Missouri, where he attended school and graduated from high school at Cameron, Mo., and followed this with three and one-half years at Missouri Wesleyan College at Cameron. He continued his formal education with seven months at the Chillicothe Business College at Chillicothe, Mo.

Since it was necessary to work for a living in those days, he worked at various jobs, including a service station in Cameron, and as a guard at the Lake City Arsenal, Lake City, Mo. He completed a

course in Radio Theory,CW and typing at the Midland Radio School in Kansas City, Mo., and started with CAA in 1944 at the Kansas City Station.

Successive duty assignments were at the stations at Denver, Colo., Kansas City (again), St. Joseph, Mo., Burlington, Iowa, and Knoxville, Chillicothe, New Florence and Tarkio in Missouri. Then came a RIF in June, 1949 and he became a member of the Police Dept. at Cameron.

In July 1951 he was reinstated and assigned to the station at Akron, Colo., thence moved to Lamoni, Iowa, back to St. Joseph, Mo., then back again to Lamoni. In January he was promoted and assigned to the Station Chief position at Dickinson.

One thing is evident from a review of the locations where Bill has served - he is a man who really gets around! He lists his main outside interests as baseball, football and boxing, when he has found time in between changes of headquarters!

Note: When some of our personnel who have entered on duty with the Agency in recent years read the biographies of the "old timers" like Carmen, Coughlin and Crow, they will note a number of the station locations they served at are no longer a part of the Federal Airways system; i.e. Helmer, Milroy, Tarkio, Mauston, Warsaw, New Florence, etc. These facilities have become a part of history for the Agency and have disappeared as the result of the evolutionary progress that has been made from the days of the low frequency radio range, airways beacons, and Intermediate Landing Fields the Bureau of Air Commerce and the CAA operated and maintained for many years. Another way of saying it - they became victims of progress.

CLEO R. MINKNER, MASON CITY FSS CHIEF HONORED

Cleo R. Minkner, Chief of the Mason City, Iowa Flight Service Station, is to be honored as the outstanding Flight Service Specialist by the National Association of Air Traffic Specialists.

Minkner was chosen for this award in competition with other FSS personnel from all over the Agency. Basis of the award selection was outstanding service to the Agency and to the public which we serve.

Minkner, who has been with the FAA and its predecessor agencies for years, will receive the award at the NAATS convention October 5 in Oklahoma City. Award is to be made by NAATS President, R. M. Hacker, Chief of the FAA FSS at Denver.

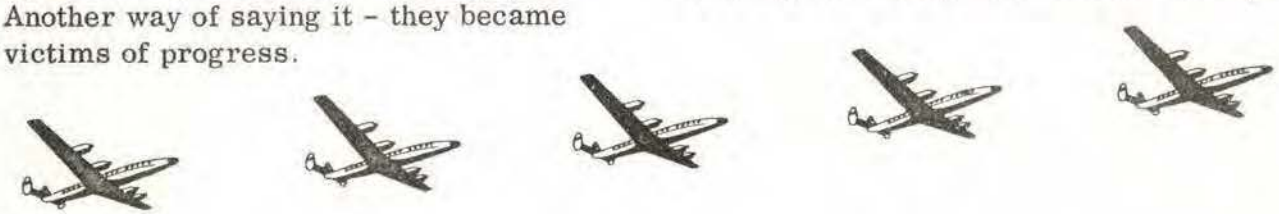
Congratulations Cleo, we're honored to have such outstanding recognition for Central Regional personnel.

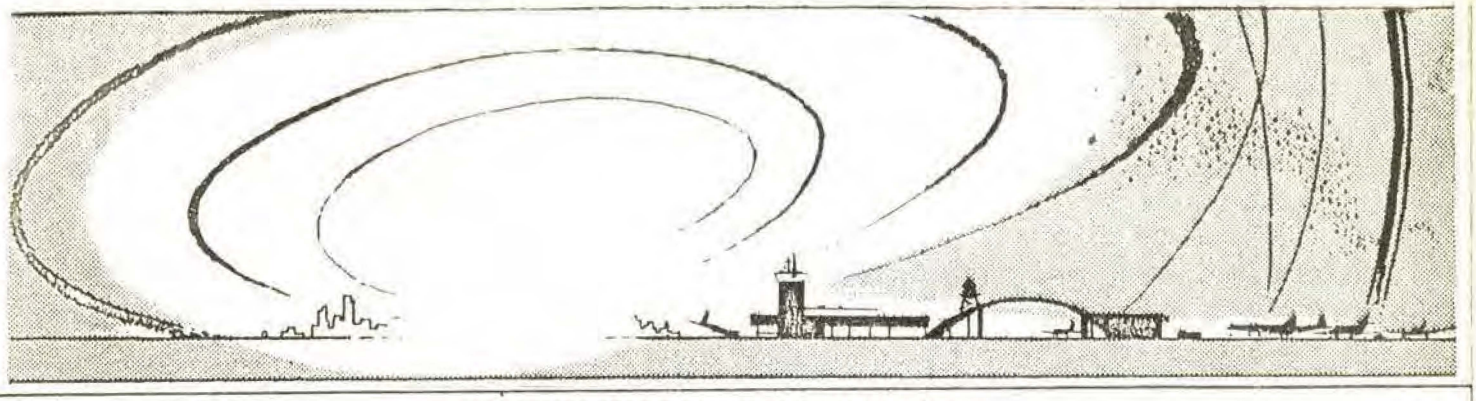
NEW APPOINTMENTS IN WASHINGTON

George Moore, formerly Chief, Flight Standards Division, Southwest Region, Fort Worth, has been named Deputy Director of Flight Standards Service in Washington.

A. L. Coulter, formerly Chief of Safety Regulations Division of Flight Standards in Washington, has been named to succeed Moore in the Regional headquarters at Ft. Worth.

Stanley W. Henceroth, formerly Budget Officer in the Western Region at Los Angeles, has been named Chief of the Program Management Division in Washington, succeeding Sam Kemp who retired recently.





EMERGENCY READINESS

While we in the Emergency Readiness Office are helping the airlines, airports, and fixed-base operators with their survival planning, events of interest have been taking place throughout the country.

Here are some of these news items, briefed to fit our space limitations.

The Jasper Corp. of Jasper, Ind. announces it will construct fallout shelters at its ten plants in four states.

A fallout shelter is being prepared beneath the porch of the Florida Governor's mansion in Tallahassee.

Governor Swainson of Michigan will have a fallout shelter in his home near Lansing.

Philadelphia is considering building a fallout shelter for 1,200 people under a subway platform.

Governor Rosellini of the State of Washington said he will ask the Federal Government to make his State a "pilot State under the new national shelter program."

Seventh Day Adventists officials call for a speed up in civil defense preparedness among more than 80 churches in California.

The Wisconsin Legislature has just passed a bill for continuity of government.

The Mayor of Roselle Park, N. J. proposes that the State allow municipalities to grant tax relief to persons building fallout shelters in their homes (some states have already enacted such legislation).

Lear, Inc., at Grand Rapids, distributed civil defense information kits to all of its 4,500 employees.

Mayor Grady of Baltimore has called for a stepped-up civil defense program.

Washington, D. C. area schools will have civil defense exercises and instruction, starting this September.

Detroit firemen distributed 100,000 civil defense booklets house to house during this year's annual fire inspection.

Union County, N. J. engaged an architect to design an underground civil defense control center.

Brig. General Charles W. Sweeney, who piloted the B-29 which dropped the A-bomb on Nagasaki, is now civil defense director for Boston.

Chicago Mayor Daley asked all department heads to review their city survival plans.

Los Angeles County supervisors voted $25,000 to refurbish existing underground tunnels at Biscailuz Center to be used as the County control center.

New Orleans is nearing completion of its underground control center.

Underground shelters in downtown Grand Rapids can now accommodate 1/6 of the city population. .

The McCoys of hill country legend fame are actually building a fallout shelter at Shubuta, near Quitman, Miss. It will be large enough for all thirty members of the seven-family clan. It has its own well, will be stocked with food to feed the McCoy clan for a month, and they are building it strictly according to OCDM specifications.

WHAT EDITORS ARE SAYING:

The New York Times 8/12 concluded an editorial in support of civil defense with the declaration: "We need a civil defense program as part of our general defense preparations, and can only pray that, like our armament, we shall never have to use it."

The Chicago American (8/9) commented: "If the people of the United States are as intelligent as we hope they are, many thousands of shelters are about to be built." It concluded: "The hope of survival lies in preparing to survive. Let's get along with it."

Brig. Gen. Thomas R. Phillips, military analyst of the St. Louis Post Dispatch, wrote (7/30): "Civil defense is being taken seriously for the first time since the advent of nuclear weapons, in the program initiated this year by President Kennedy. The present program is the barest beginning. It is, however, a program that can accomplish a great deal in a short period of time to protect the population from radioactive fallout."

The Chicago Sun-Times (8/10) editorially spurred the Chicago City Council to speed an ordinance legalizing fallout shelters in that city, pointing out that President Kennedy has said the time to start building atomic fallout shelters is now, and adding: "This is not loose panic talk. It has a sound basis of good sense in these times."

Syndicated columnist Charles Bartlett reviewed (8/9) the fallout shelter program and commented that President Kennedy "has left the problem of survival through the Berlin crisis squarely up to the individual citizen."

The Chicago Daily News (8/9) likened a shelter against fallout to an umbrella against a storm and cautioned its readers: "It is one thing to leave the umbrella at home when the sun is shining, but quite another to neglect it when the storm clouds are massing on the horizon."

RADIOLOGICAL CLASSES RESUME

A radiological monitor class, beginning September 11 in Detroit, inaugurated the Fiscal Year 1962 training program. This year a two-day Meter Operator Course is being offered as well as the five-day Monitor Course. Two courses of each type will be held in Detroit, followed by a similar schedule of courses in St. Louis, Kansas City, and Minneapolis.

After the Christmas Holiday season, it is planned to hold almost continuous classes in Kansas City, with simultaneous classes being held in the other Air Route Traffic Control Center cities. This heavy schedule is necessary to meet the region-wide FY 1962 training goal of 700 monitors and 750 meter operators.

Geiger Counters Distributed to Air Traffic Facilities

No, boys and girls, the FAA is not going to require aircraft to carry a bagful of uranium so they can be tracked with geiger counters. These instruments are used for low level radiation and personnel monitoring, up to 50 milliroentgens. They all need new batteries before they can be checked for reliability. The 45 volt batteries are available from OMB and the 1.5 batteries may be procured locally in accordance with established procedures.

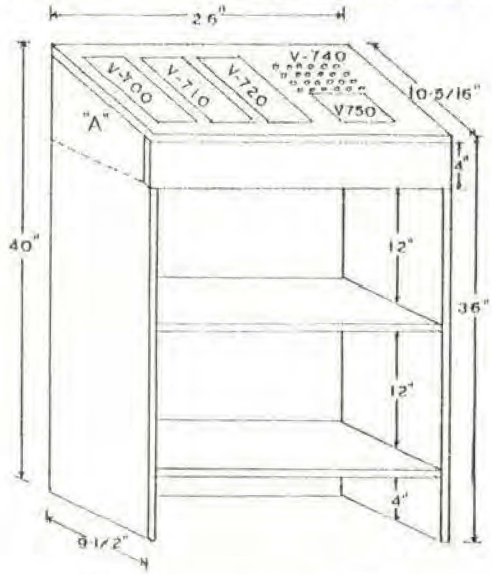
We've been informed that many of the geiger counters cannot be calibrated, even with fresh batteries. The Aviation Facilities Service is establishing a repair program which will be put into effect in the near future. This program provides for on-station maintenance in accordance with a manual now in preparation. Those instruments which cannot be repaired locally will be sent to FMD for repair and exchange. In the meantime, inoperative instruments will be retained at the station until the pro-

gram is inaugurated, since they will no longer be sent to OCDM warehouses for repair.

In view of the recent resumption of nuclear testing by the Russians, it would be interesting to know if the weekly readings indicate an increase in the level of radioactivity, even though it may not reach the critical amount for teletype transmission. A note to CE-60 on this point would be welcomed.

Radiological Instrument Holder

Several Air Traffic Facilities have the holder for radiological instruments shown in the drawing. The holder provides ready



RADIOLOGICAL INSTRUMENT HOLDER

accessibility of the instruments in an attractive storage cabinet. If only the top portion, marked "A" in the drawing, is constructed, it can be fastened directly to a wall. If the complete cabinet is built, there is the advantage of a place to store related instructions and materials.

As we understand it, the holder was developed originally at Bismarck FSS by Wayne F. Kemp (CS/T Bismarck) and Joseph A. Schmidt, now Facility Chief, FSS, Omaha. While Mr. Schmidt was on a temporary assignment to FSS, Grand Forks, Mr. Kenneth G. Kennedy, of the Structures and Grounds Maintenance Crew, built a holder for the station. Subsequently, Mr. Kennedy built a holder for Jamestown FSS at Harold Michael's request. Mr. Kennedy has also built a holder for FSS, Omaha. The holder was brought to the attention of the Regional Emergency Readiness Staff by Anthony Simmons, General Supply Officer, CE-421. We think it is a fine idea and a good piece of equipment and all those who had a hand in it are to be commended.

We have heard that similar holders have been built by Structures and Grounds Crews in other areas of the Region. Those mentioned above are the first on which we've had details but CE-60 would like to know about the others too.

We've complicated the matter somewhat by distributing the CD V-700 Geiger Counters. But Mr. Schmidt has the answer for that, together with some tips on construction: "From experience gained in the use of this type of equipment, I find that the cabinet should be at least 36 to 42 inches in height. This height provides for the installation of two storage shelves for manuals and places the dosimeter charger at a comfortable level for recharging the dosimeters without removing the equipment from the holder. Radiological instrument service manuals, carrying straps, and computers are stored in the space immediately below the instruments. This material is readily available by removing one of the instruments from the mounting hole.

Dosimeters are held in place by fastening a six inch piece of two by four or two by six immediately below the mounting panel in the space indicated on the attached drawing. Five-eighth inch holes are drilled at one inch intervals for holding dosimeters. During construction of the instrument holder at Omaha, we found that drilling the holes through the mounting panel and block, and facing the bottom with masonite, provided

Continued on page 28.

FAA's Administrator N. E. Halaby's Hangar Flying Session at St. Paul's Holman Field on August 26 brought in some 775 private pilots from around the Central Region. Mr. Halaby answered questions - received suggestions - all day long.

Left - Administrator Halaby arrives in Agency Gulfstream.

Below - Registration of pilots was handled by FAA'ers Meredith Behrman, Cleo Nemer, Betty Tutemohl and Phyllis Scott.

Bottom - Audience listens to Administrator Halaby.

Above - Audience listens to questions and answers.

Right - Press conference during lunch break kept Mr. Halaby busy.

Below - Halaby met with FAA employees following general Hangar Flying Session.



FLIGHT STANDARDS



What with one thing or another, my travels have been greatly curtailed this fiscal year. However, I paid a brief visit to Springfield, Illinois, on August 21 to talk to the people at Capitol Aviation, Inc., and while there visited with the group at the General Aviation District Office. Supervisor Ervin has now moved to Springfield and is settled in with his family.

Inspector Hanifan made a suggestion that has caught our interest. He pointed out that many of our new people have never visited the Regional Office in Kansas City and that it might be desirable that they have an opportunity to do so. We have discussed this here in the office and I anticipate that we will follow-up and eventually arrange visits for all new inspector personnel who have not been in the Regional Office.

On August 26 Mr. Halaby held a FLY-IN at Holman Field, St. Paul, Minnesota. The arrangements for this affair were handled locally by Andy Prokop and in the Regional Office by Cliff Skoog. As you can imagine, it is no small matter to make all the arrangements for an affair of this size. We planned for approximately 1000 people and as many as 400 airplanes. By careful management, we were able to arrange for a tremendous "high" to be sitting directly over St. Paul on the day of the FLY-IN. There wasn't a cloud for 200 miles; however, we had failed to reckon with the forest fires in Montana and Canada and we had smoke over the whole north central area with visibility averaging between one and two miles and extending above 10,000 feet. As a result, we had approximately 85 airplanes and about 750 people.

Needless to say, the affair was a real success in spite of the smoke. The participants asked many searching questions and showed a real interest in the meeting.

Regarding future plans, I am making arrangements to visit St. Louis, Indianapolis, South Bend and Detroit the week of September 11, ending up in Detroit for the dedication of the new building at Willow Run Airport on September 16. Also making the trip will be John Caquelard and Mr. Whitfield from Personnel who are making a classification survey of the District Office clerical positions.

This week (September 4) an inspection of the St. Louis Air Carrier District Office is being conducted. The week of September 11, the Kansas City, Kansas, General Aviation District Office is due for inspection.

We have recently instituted a project to study the size and location of our GADO's throughout the Region. Detailed information regarding this study has been forwarded to all GADO's.

We are making preliminary plans for a meeting of our District Office Supervisors to be held probably in Kansas City early in November. You will all have more information later on this subject.

The Maintenance Branch is planning a series of area meetings involving all Maintenance Inspectors to discuss repair stations. Here, too, further information will be forthcoming shortly.

Edward T. Marsh

The most important element in Aviation is SAFETY.

You have often heard it said that it's the little things that count. Aviation Maintenance is made up of thousands of little things that, to the uninitiated, appear to be common and simple, yet in the final analysis are not. They may be identified as nuts, bolts, screws, washers, cotter pins, rivets, and an unaccountable amount of hardware and material of every type, description and color. These little things are small, yet they are important. They are not, as some say, really common; neither are they simple. Combined, these things make a highly complex, complicated machine which may respond unkindly merely for the lack of a cotter pin, a misarranged part, or an improperly tightened nut.

The history of Aviation Maintenance contains many people dedicated to Safety. Of necessity, these people are observing, deliberate and exacting. That is the life of these people. They will hurry, yet they must perform carefully, completely and well. They are taught never to take a chance. ALWAYS BE SURE.

It is easy to understand that nothing about an airplane is intangible. The lack of a drop of lubricant can cause a bearing to fail. A defective heat-treated bolt may cause a landing gear to fail. An undetected crack may cause a wing to fail. The lack of a cotter pin may cause an elevator control to become disconnected. These are some instances where little things can result in a major tragedy.

The airplane hides nothing. It permits all to examine, test and inspect. It bares its soul for all to see. But it takes individuals with training, skill and experience to recognize the importance of the little things, and know where to look and what to look for.

As we have said, the little things are the important things - and in Aviation Maintenance, the little things are the indicators of bigger things to come.

Roy P. Williams recently transferred from the Milwaukee, Wisconsin GADO to the Regional Office as an Aviation Maintenance Specialist. Mr. Williams, his wife Laura and son Michael are residing in Park Forest, Kansas. Mr. Williams came to the CAA in 1946, having previously been stationed at Huron, S. D., and Grand Rapids, Michigan.

Howard J. Maley has recently transferred from Sioux Falls, S. D., to the GADO at Milwaukee, Wisconsin, as Principal Maintenance Inspector. Mr. Maley comes to Milwaukee with a wealth of aviation maintenance experience both in the industry and Government. Coming to the CAA in 1940, Mr. Maley has also served in Lansing, Mich. Chicago, Ill. ,and Detroit, Mich. ,Wausau, Wisconsin, and Washington, D. C.

A new employee, Harold D. Broadhead, reported to the Milwaukee GADO on August 7 as a General Maintenance Inspector. Mr. Broadhead comes to the FAA with over 17 years of experience in aviation maintenance and for a number of years has been a maintenance supervisor with Reeder Flying Service, Twin Falls, Idaho.

OPERATIONS BRANCH

NAMES IN THE NEWS

The following article, appearing in the Grand Rapids PRESS of August 30, contains some interesting facts concerning past and present activities of Dick Botsford.

"The man who flew the first scheduled commercial flight between New York and Washington, using multi-engined aircraft, and who gave the famed Lone Eagle, Col. Charles A. Lindbergh, the OK to fly multi-engined aircraft in World War II heads Grand Rapids' Federal Aviation Agency

office.

"R. L. Botsford, 58, bosses an operation which has official duties ranging from investigating air accidents to checking balloon jumpers - and their balloons. He is responsible for certifying the hundreds of pilots who fly out of Kent County Airport and for checking their aircraft, for maintaining a surveillance program that keeps close watch on flight schools and instructors, airports and mechanics and for reporting and penalizing violations of FAA rules when they occur. In short, anything that concerns aviation in West Michigan is a part of Botsford's job.

"To assist him with his multi-faceted responsibility, he has just two assistants, one in maintenance, the other in operations. Business at the FAA is seldom slow.

"Botsford literally grew up with the aviation industry, beginning his career as a pilot in 1926 in Utica, N. Y. In 1929 he was flying the mail between Cleveland and Albany and in 1930 flew the Boston, New York to Washington run for the old Eastern Air Express Co. . . .

"Botsford started with FAA in 1940, first coming to Grand Rapids in 1946. He was in Indianapolis from 1947 to 1950 when he took over as district supervisor here.

"The grandfather of four refuses to say how many hours he has in the air, but a flying career spanning 35 years speaks for itself. In all those years, however, Botsford says he can't remember having "a really close call." He admits he's been lost at times and remembers when he lost a wheel in Utica and had to land his plane without it. He found the wheel buried in some weeds near the landing field, put it on and flew off again.

"A big part of Botsford's job is checking out student pilots applying for private licenses. Spending an hour in the air with a nervous, inexperienced pilot who is prone to turning off the gas while switching tanks or misreading instruments isn't most people's idea of a healthy occupation, but Botsford says it doesn't bother him a bit.

"Neither, by the way, do women pilots, who are just as good as the men, according to the supervisor.

"Botsford met Lindbergh in 1943, when the famed pilot who flew the Atlantic alone in 1927 was learning to fly B24s, and certified him to fly the big World War II bombers. "It was a routine inspection," Botsford states.

"A big pusher of air travel, he is convinced that flying is the safest way to travel in spite of the spectacular accidents that claim public attention from time to time. 'The statistics prove it,' he says. 'One crash gets the headlines but day in and day out flying is the best way to go.'

"Botsford really believes it. To hold his job, you'd have to."

Edythe Nuding transfers to the Los Angeles ACDO to be close to her family after approximately 3 years as secretary to the Operations Branch Chief of Flight Standards. We will miss you, Edye, and wish you the best of everything in your new assignment.

AIRCRAFT MANAGEMENT

In the last two months, the Aircraft Management Branch has been doing a little research on interesting people in the District Offices. An interview with Tom Smith, Chief of the Battle Creek, Michigan, office, resulted in the penned introductions of the four Sector Supervisors. The colorful lives and flying careers of these men blend into a series of interesting stories, and an opportunity to know our fellow workers.

Love, William M. - Supervisor, North Sector, FFCDO 53, Battle Creek, Mich.

If one were asked to describe Bill Love, one would have to begin and end by talking

about flying. But, the picture would not be complete without descriptive excursions concerning ranches, farms, horses, hunting fishing, woodworking, the wide-open spaces and family togetherness. There are many more. To his fellow workers, as well as his family, Bill personates all of these.

It seems natural that he would be born at Fort Shaw, Montana, December 10, 1920. His first flying experience came six years later, when a barnstorming pilot landed an airplane on the schoolgrounds and asked the surprised school children if one of them would like to take a ride. Guess who quickly volunteered! It was this first ride that gave a sense of direction to everything that Bill was to do in life.

After completion of the Fort Shaw High School in May of 1938, he studied Aeronautical Engineering at the University of Montana at Haver, took flying lessons with the Grazzer Flying Service (at Haver) and worked for his father on the family ranch. Bill signed up as an Aviation Cadet in the USAAF in February of 1943 and graduated from flying school as a Second Lieutenant in December of the same year.

Before he returned to civilian life in 1947, he had earned the Air Medal, World War II Victory Medal, Asiatic Pacific Theatre Medal with two bronze stars, the Philippine Liberation Medal with one bronze star and the American Theater Medal.

He had served in New Guinea, Borneo and in the Southern Philippine liberation. As a result of operational necessity, he often flew the B-25 without a co-pilot.

Another operational requirement was to fly the B-25 on long overwater flights with only enough fuel to attack the target area and return. At least on three occasions he landed his "Mitchell" bomber safely at his home base with no fuel left in the tanks and had to be towed off the runway.

The most enjoyable moment of Bill's military service was when he met Loma, his wife-to-be, in Brisbane, Australia. They were married on June 28, 1947, in California, and Bill took his lovely photographer's model on a six months honeymoon all over the northwestern United States.

Their first daughter, Mary Lou, was born in Oakland, Calif., in May of 1948 while Bill was flying as an instructor pilot for the Davis Flying Service at Concord, Calif. One mon th before his second daughter, Joann, was born (October 4, 1950) Bill became a pilot with Slick Airways.

This was followed by a period with Garner Aviation, Inc. (a USAF military contract Primary Flying School)at Bartow AFB, Bartow, Florida; a pilot position with Riddle Airlines and finally with Zantop Air Transport.

He began his present FAA assignment as a Facilities Flight Check Specialist at FFCDO 53, Battle Creek, on December 8, 1958.

Bill has flown over 12,000 hours of which over 5000 hours were flown in the C-46. He has flown over 30 different types of aircraft and holds an Airline Transport Rating.

Bill and his family live on a 12-acre farm near Bedford, Mich., a comfortable eight miles from the FAA office. They are raising two horses. One is a nine year old thoroughbred with a blood line that goes back to the famous Man-O-War. The other is a yearling.

Evidence of Bill's handiwork can be seen everywhere in and around his home. This includes cabinets, patios, wall finishings, landscape gardening and barn painting.

It is obvious that the whole family shares in Bill's work at the FAA. It is delightful to hear his wife, Loma, talk of such exotic things as goniometers and theodolites.

Hiatt, George William (Bill), Supervisor, West Sector, FFCDO 53, Battle Creek, Mich.

At the age of seven, Bill questioned his father, "Dad, what makes an airplane fly?" This was one that Dad could not answer. Bill's determination to find the answer started him on his present career in aviation.

He was born in Chicago, Ill., on July 15, 1926. In June of 1944 he was graduated from Lane Technical High School of Chicago where he had received three years of technical training in the field of aviation. This training included aircraft structures, engines, aerodynamics, electronics, math and aircraft drafting. In fact, the "Smith-Hughes Aviation" course given at Lane actually prepared one for the CAA A&E examination which he did not have time to take prior to be inducted into the service in 1945 as a pre-aviation cadet. The war was over in 1946 and Bill was discharged before he got his chance to fly.

However, his deep desire to fly led him back to Chicago where he learned to fly under the GI Bill of Rights at the Hinsdale Airport. When his GI benefits were exhausted, Bill got a full-time job with Western Electric but continued to build up his flying experience at Hinsdale Airport. He earned his flying hours by working at odd jobs around the airport after his normal workday and on weekends, often sleeping at the airport. His compensation was one flying hour for every eight hours of work.

His efforts were finally rewarded when he received his first CAA private pilot license in 1947.

Still persisting, Bill finally became a real live Aviation Cadet with the Air Force in June of 1948. He received his basic flying training in North American AT-6s at Goodfellow AFB, San Angello, Texas, and completed advance flying training in the North American B-25 at Clarksdale, Louisiana. He was graduated as a 2nd Lieutenant USAF in 1949, and promptly took up his new pilot duties with the Military Air Transport Service (MATS) in the Pacific area, flying the DC-4.

It was during his service with MATS in Hawaii that he met his wife, Rose. They had a military wedding in June of 1951 (with sabres and all) and honeymooned for two weeks by the Kilanea Crater near the village of Volcano, Hawaii.

Following the end of hostilities in Korea in 1953, Bill returned to civilian life and worked at Emery Air Freight (Chicago) and later flew as Captain with Slick Airways. In March of 1958 he was furloughed from Slick Airways and joined the CAA as a Control Tower Operator at Midway Airport, Chicago, where he earned his Junior Tower Operator's Certificate.

Although he learned to fly after World War II, Bill has managed to accrue almost 7000 flight hours and holds an Airline Transport Rating.

In the later part of his service as a Control Tower Operator, he was "detailed" to Flight Inspection work. Finally, in February of 1960, his name was selected from the register and he was appointed to his present position as a Facilities Flight Check Specialist at FFCDO 53, Battle Creek.

His hobbies include golf, swimming and woodworking. He is presently building his own cottage at Eagle Lake, Mich., (which makes him a plumber, painter, carpenter and laborer all in one). Bill says that this building activity "uses up weekends like TV scripts."

Speyerer, Andrew H., Acting Supervisor, South Sector, FFCDO #53, Battle Creek.

Andy Speyerer is a living legend of aviation. He was flying by (and wearing out) the seat of his pants in a flivver airplane when most of us were still traveling on our knees. His logbook entries include such museum pieces as the Pitcairn J-5, Ford Tri-Motor, Boeing 247, Curtis Fledgling, Fleet, Waco-Custom and the OX-5. Andy has flown over 12,000 hours, much of which was flown during the 1930's when flying hours were hard accumulate and sacrificing of personal comfort in the air was common.

He was born in Corona, N. Y., on February 11, 1912 and started flying in 1928 just one year after Charles Lindbergh flew across the Atlantic. He was still in high school at the time and worked at a variety of odd jobs after hours to pay for his flying lessons. Later he and a couple of friends bought a World War I airplane. Soon Andy became the sole owner of the old plane, and put it to work flying passengers for hire (barnstorming) over Long Island. He later flew a Waco-Custom in stunt shows and gave instruction to new students.

Before joining the CAA in 1942, Andy had been the Airport Manager at Middlebury, Vermont; Chief Instructor for the American Escadrille Flying School in Brooklyn, N. Y.; Chief Pilot for Erickson and Remmett Charter Service, flying passengers, teaching and making aerial photo flights over New York City; Flight Test Pilot for the Sperry Gyroscope Company; and Executive Pilot for the Frontier Fuel Oil Company of Buffalo, N. Y.

Andy's initial CAA assignment came in 1942 when he became an Instrument Flight Inspector at the CAA Standardization Center, Houston, Texas. But his transfer to the CAA Experimental Station at Indianapolis in 1943 proved to be a most valuable experience. Here his job was to test all phases of radio, blind landing systems, night approaches, stall warning devices, fire extinguisher equipment and others too numerous to mention. In this work Andy had to look for bad weather where he could experience heavy icing and severe turbulence, etc. He even had to set his plane on fire to test the effectiveness of a new extinguisher system.

In 1947 an offer from the Kraft Foods Company to become their Chief Pilot in the Aviation Department was too good for Andy to turn down. He left the CAA for what was to become a lapse of 11 successful years with Kraft. However, when the Kraft Company closed its Aviation Department in 1958, Andy "homed in" on the FAA, and was assigned to Battle Creek (FFCDO 53) as an Airways Flight Inspector and where he quickly proved his ability to become a Sector Supervisor.

His main hobbies are boating, waterskiing, and above all, reminiscing about the early days of aviation.

Osgood, Clarence W., Supervisor, East Sector, FFCDO #53, Battle Creek.

"Ozzie" is described by his fellow employees as being "cool, calm and collected." Other descriptions heard around the office are: "dependable", "Friendly" and "effective". His pleasant unassuming personality got its start in Thief River Falls, Minn. (not close to any place) where he was born and lived as a youngster.

When he was six years old his family moved to Ischua, N. Y., where he completed high school and one year of business school.

Upon graduation from school in 1939 Ozzie began his first Federal Service with the Federal Security Agency (Social Security) as a CAF-1. Later he became a CAF-3 in the Department of the Navy, Headquarters,

Continued on page 31

ADMINISTRATIVE SERVICES

Highlights from ASD

- ✓ Our new building
- ✓ Two additional employees
- ✓ New stock-room hours
- ✓ Award
- ✓ New Directory
- ✓ Seat Belts

Another structure for FAA Regional Headquarters is moving skyward with increasing speed. For the past few years a growing number of persons have crowded into the present Headquarters building until at the present time there are some offices with sharply reduced floor space per employee.

Relief is now in sight. A second building to the north of the present headquarters will soon receive 250 personnel who will use it as their new business home.

Space Management Section has been working out details that go into the planning and occupancy of the new building. With cooperation from the weatherman, deadlines can be met and occupancy in November is now hopefully planned.

Publishing and Graphics. Branch Chief, M. E. Davis, entered on duty 8/14/61. A retired Army Major, Davis comes to ASD with an extensive background in printing management, much of it with the Army's largest printing plant, located in Japan, where he was officer-in-charge.

Another Newcomer to FAA. is Al Smith who has joined the Supply Unit, 9/5/61. Al comes to us after six years with the Internal Revenue Service as Storekeeper-in-Charge.

Stock Room Hours have been tightened somewhat as far as "emergency" type requisitioning is concerned. Open now from 8:00 - 9:00 a. m. and from 1:00 - 2:00 p. m. the new arrangement gives Unit personnel necessary uninterrupted time to complete other required duties.

A Performance Award in the amount of $250 was presented recently to Edward J. Dubay, offset press operator in the Printing Section. The award was made in recognition of outstanding performance of duty.

Mr. Davis, Chief, Publishing and Graphics Branch, is presenting the award to Ed Dubay. Congratulations, Ed!

A New Region Facilities Directory is in the print shop and will be distributed soon. The new directory has a new format, and includes listings by Operating Divisions, color-coded according to standard.

Operation Seatbelt has been completed within the Regional Office by the Employees Association in cooperation with ASD's Motor Fleet Management Section. Employees in the R. O. purchased over 250 belts for installation in their personal vehicles. The cost to employees was about half the usual price.

The value of seat belts is clearly established. They will not prevent accidents, but they will reduce the risk of injury to those using them by an average of 60 per cent.

Facilities can sponsor similar programs of safety encouragement for their employees. Facilities may choose to join together in order to obtain the low price of volume purchases.

AVIATION FACILITIES DIVISION
CENTRAL REGION

"ROOM TO GROW"

September seems to bring people together more than other months, in that vacations are over, school is starting, seasonsl changes are first felt, and plans for the future are made in many families.

The FAA finds itself no exception to this pattern, and it is surprising how the common problems show themselves on many occasions. One problem is the need for more or improved space in which to house our activities. Our family is growing the same as others, and the common need brings us together to solve our problems.

Additional schools to satisfy our children's needs are quite parallel to additional training requirements of our professional family. Commercial warehousing and distributing problems call for new or improved space the same as our own responsibilities for supply and materiel call for new or improved space. This growing world demands room to grow in, and our job is to provide the proper environment for the conduct of our various Aviation Facilities Services.

The Materiel Branch has become "space" minded and quite adequately discusses some of their problems this month.

This article is not to be considered an open invitation for plush quarters, but rather to suggest that we ask ourselves now if we feel proud of our Agency environment. Do we give to others the impression of an aggressive, knowledgeable organization, or do we appear to be a down-at-the heels outfit? First impressions are important, and if there is a need for improved office or equipment space, or if there is a need for "room to grow," it should be properly expressed to your supervisor so that plans can be laid to obtain what is required.

Spartan simplicity and efficient cleanliness are not the same as cheap and poorly cared-for housing. Too often the excuse of "no money" is used to try to explain the poor conditions we find in our field trips. A little thought and planning at the right time so that our needs are properly recognized at budget time will correct many of these deficiencies.

Let us grow properly into the future by planning now. You can be sure that just as those schools that ignore the obvious demands are going to be crowded, so will you if you ignore our Agency's growth.

Clyde W. Pace Jr.

Stalwart Sentinels in the Night
Towers support hi-intensity approach light system to guide landing aircraft to the runway.

MATERIEL

FY-61 has come to a close. This automatcally signalled that a chain of reports is due. Since Materiel Branch personnel are not immunized for "reportitis", we have our share of these inevitables. Compilation of the reports brings us to the realization that FAA maintains control of space other than Air Space - that is, building and ground space.

The Real Estate and Utilities Section is responsible for the acquisition of all space, sites, and related utility services for the eleven-state area comprising Central Region. Such a statement may not mean too much to many readers who are not acquainted with the involvement of Grant Agreements, specialized versus general type space, the various laws that apply in one state and not in the state next door, condemnations, appraisals, legal involvements in the purchasing of property, various types of leases and the laws and regulations covering real estate management. Speaking of Grant Agreements, we run into serious trouble when field personnel request Airport Management to construct new or modify existing FAA space. Quite often a request is received for FAAP participation after the work has started. Such work is ineligible, so let the Regional Office handle your space headaches for you.

A recent change in organization has also made it necessary to distinguish between Administrative-type space and Technical-use space.

The Administrative Services Division (ASD) will control Administrative-type space, unless such space is used in conjunction with Air Navigation Facilities, i. e. Tower, Center, and SMS offices. Hence, requirements for FSDO's, SMDO's, ADO's, etc., will shortly be processed through and controlled by ASD. The actual negotiations for such space when located on or in the immediate vicinity of an airport will continue to be handled by Real Estate and Utilities Section.

Although not an accurate count and not covering many miscellaneous permits and licenses, a count of leases in effect for various facilities indicate a total of 993. The foregoing figure does not necessarily jibe with the numbers of facilities which actually exist. It must be kept in mind that many facilities are often covered by one lease.

For example, the FSS, Tower and SMS requirements on an airport are frequently covered by a single lease. Conversely, more than one lease may be in effect for a single facility as will be noted in the cases of Centers where 14 agreements exist for six Centers.

Associated with the Real Estate function is utilities acquisition. One cannot be mentioned without the other as they are so closely allied. In addition to the real estate requirements, the Real Estate and Utilities Section has responsibility for purchasing electricity, gas, telephone, sewer and water services for all FAA facilities in the eleven states. This requires close working relationships not only with Operating Divisions and Branches and personnel in the field, but with both the large and small utility companies of the area.

Among the larger telephone concerns are the companies - American Telephone and Telegraph; Illinois Bell Telephone Company; Indiana Bell Telephone Company; Michigan Bell Telephone Company; Northwestern Bell Telephone Company; Southwestern Bell Telephone Company; Wisconsin Telephone Company, and General Telephone Company.

The large power companies include Commonwealth Edison Company; Detroit Edison Company; Indiana and Michigan Electric Company, Northern States Power Company; Consumers Power Company of Michigan; Kansas City Power and Light Company; and

Union Electric Company of Missouri.

In addition to the many private firms, there are numerous municipal governments with which Central Region has accounts.

To be sure, there is a volume of paper work such as preparation of contracts, agreements and other forms of authorizations, together with the inherent correspondence, telephone conversations and personal visits. Real Estate and Utilities Section contracts for and administers approximately 1450 separate accounts on a continuing basis. Statistically speaking, this figure represents the following:

Business Telephone	- 390
Control Circuits	- 354
Electric	- 670
Water	- 18
Gas	- 14
Sewer	- 4
	1450

If anyone finds it difficult to pay his personal utility bills just think of the 1450 bills approved for payment by Real Estate & Utilities each month -- not to mention the rent!

Plans are firm for the restoration of Federal Aviation Agency facilities recently destroyed by fire at Rapid City, S. D.

This complex installation of the FAA, known to those familiar with the aviator's vocabulary as the VORTAC, was completely destroyed by fire at about midnight Saturday, August 26, 1961. This group of facilities, located approximately 15 miles southeast of Rapid City, includes three types of facilities which provided directional signals and voice communications with civilian and military aircraft of all types. Included in the facilities destroyed was equipment which provided distance information to aircraft.

The first indication of trouble was received in the form of an "alarm" at the Flight Service Station at the Municipal Airport at 11:47 p. m., MST. Personnel of the Systems Maintenance Sector were dispatched from Rapid City to investigate, arriving at the site at 12:15, and finding the side walls totally collapsed and all equipment destroyed. The alarm was also answered by the Fire Department from Ellsworth Air Force Base, but due to the advanced stage of the fire they were unable to effect control.

The Rapid City installation is a key link in the chain of facilities installed and maintained by the FAA in the interest of safe air navigation and effective air traffic control. The effects of this loss will be noted by users of the Rapid City Airport, as well as intermediate and transcontinental flights.

Early Sunday morning, August 27, plans were being made for partial temporary restoration of the facilities. Mr. W. B. Donahue of the Systems Maintenance District Office at Sioux Falls arrived Sunday night to aid in investigation and restoration of the facilities. Mr. Donald Weible and Mr. Robert Telbert of the R. O. at Kansas City arrived Monday to do reconnaissance work preparatory to the reconstruction of the building. A portable VOR facility has been moved as an emergency means of providing service until the permanent restoration is completed.

The fire was of undetermined origin and is being fully investigated by representatives of the office of the State Fire Marshal and Federal authorities.

The VORTAC facility is one of four prime groups of facilities in the Rapid City area. These are the Flight Service Station at the Municipal Airport, the Low Frequency Radio Range northwest of the airport, and the Remote Control Air Ground Facility north of the airport which provide direct pilot communications with the Denver Air Traffic Control Center.

Continued on page 31.

HALABY'S HANGAR FLYING SESSION A SUCCESS

Both from the standpoint of the number of pilots turning out (775 of 'em) and from the caliber of questions asked of our Administrator, (and there were lots of 'em) Mr. Halaby's Hangar Flying Session for private pilots held at the St. Paul Downtown Airport-Holman Field on Saturday, August 26, was most successful.

This pilot meeting was called at Mr. Halaby's request to further his desire to get to the grass roots level and personally meet with the non professional private pilot, hear his problems and suggestions.

Mr. Halaby, piloting the Agency Gulfstream, arrived at Holman Field shortly after 10:00 a.m., and commencing immediately, answer questions continuously, except for a few minutes out for lunch, until 3:30 p.m. Many worthwhile ideas were presented by the pilots and all questions asked from the floor were answered. .

The meeting was attended by some 775 pilots, many of whom stayed for the entire session. 85 airplanes arrived at Holman Field for the event, and had it not been so hazy that day, many more would have taken to the air instead of the automobile.

At the conclusion of the general session, Mr. Halaby met with more than 100 FAA employees from around the area who gathered for the opportunity to talk with our Administrator.

Air Traffic Division personnel augmented the city owned control tower at Holman Field with additional personnel to handle the fly-in and a Flight Service Station was set up in the hangar to provide pilots with flight plan and weather briefing service.

For photos of the meeting turn to pages 16 and 17.

Continued from page 15.

us with a unit which held all dosimeters at the same level. A quarter inch hole was later drilled through the masonite at the bottom of each mounting hole to provide an easy method for clearing them of dust and dirt. This unit may be extended to provide for the mounting of the V-700 Geiger Counter, or an individual unit consisting of the upper portion only, could be constructed for the V-700 and placed on one of the storage shelves. The latter installation would provide some measure of protection for the V-700 probe."

More Radiological Instruments on the Way.

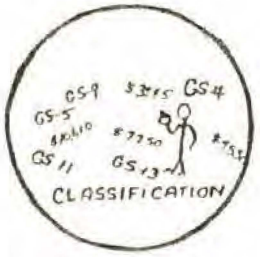
A purchase order for some $135,000 worth of radiological instruments of all types was issued by the Washington Office toward the end of FY 1961. Delivery is expected in October or November. How many of them will be allocated to the Central Region is not known at this time. However, we should get enough to supply offices other than Air Traffic Facilities with a CD V-700 geiger counter (0-50 mr), a CD V-710 survey meter (0-50 roentgens) and sufficient CD V-740 dosimeters and CD V-750 dosimeter chargers to take care of most personnel requirements.

WE GOOFED

'Taint so. Last month on page 38 we tried to report on the new abilities of Paul Cannom, our Supervising Inspector in the Flight Standards General office at Fairfax who recently became a full-fledged sailplane pilot.

But for a slip of the typewriter we'd have made it too. The way it came out though, we reported Paul NOT qualified instead of NOW qualified. Sorry, Paul.

the editors.



PERSONNEL HI-LITES

A belated welcome to Francis E. Whitfield who came with the Personnel and Training Division as Chief of the Classification Branch in July.

Whit was a Classifier with Weather Bureau in Washington D. C., prior to joining our Central Region. In fact, his Federal career with the Weather Bureau goes back to 1951 when he joined them as a Meteorologist. In this role he has "treated the atmosphere and its phenomena" in such widely scattered areas as Wake Island, Rapid City, S. D., Asheville, N. C., Alaska, and Washington, D. C.

He attended Colorado College in Colorado Springs, and the Department of Agriculture Graduate School. A native of Louisiana, Whit married a Mississippi girl, wife Betty Jo, and with son Mark, they live in Overland Park, and are "delighted to be in Kansas City."

CSC Chairman Cites Misconceptions On Merit Promotion Program

CSC Chairman John W. Macy, Jr., in a recent speech to an employee organization, listed 6 common misconceptions about the Federal merit promotion program, as follows:

1. Contrary to the impression held by some employees, the merit promotion program in no way limits the agency's right to fill a job by appointment from outside the organization. The program does require that action be taken subject to provisions of the program when it is decided that a job should be filled by promotion.
2. So-called "exceptions" to the merit promotion program cause some degree of unwarranted concern on the part of employees. The "exceptions" possible under guidelines set by the Commission principally provide for career development situations, or considerations of equity, and are not exceptions in the true sense of the word.
3. The program under CSC guidelines does not require that a promotion panel come up with one top candidate who must be selected for the promotion. The program guidelines do require that selection be made from among the best qualified, thus allowing some latitude similar to that allowed in competitive appointment.
4. Formal grievance cases arising out of promotion actions in agencies are few in number, as shown by inspections, but this does not mean that only a handful of employees are dissatisfied. Inspection findings show that many employees are unaware of consideration given them, indicating need for more communication between management and employees.
5. The fact that "subjective" measures, such as supervisory appraisal, play a part in the total evaluation of candidates for promotion does not stamp the program as subject to "personal favoritism." There is no mechanistic method of rating people which can eliminate the need for wise supervisory judgment.
6. Very occasionally the Commission senses a feeling on the part of employees that the purpose of the merit promotion program is to insure promotions for people, or to accelerate their advancement. Obviously, this is not the case. The purpose of the program is to identify qualified people for consideration and provide for selection from among the best qualified at the time that a promotion is to be made.

Mr. Macy emphasized that no system

can furnish 100 percent protection against possibilities of occasional abuses, but he asserted that by and large supervisors in the Government make a determined effort to hire and promote good people because the supervisors are judged by their superiors on the work their people produce.

- - - --- - - -

An organization belongs on the sick list when promotion becomes more important to its people than accomplishment in the job they are in. It is sick when it is concerned more with avoiding mistakes than with taking the right risks, with counteracting the weakness of its members rather than building with their strength. But it is sick also when "good human relations" become more important than performance and achievement.

Peter F. Drucker

INCENTIVE AWARD ACTIVITY

Here are some more ideas that have paid off for suggesters.

Suggestion No. 2035 - Charles M. Dean
AF Division - $10.00 Award
Concerns placing the VOR receiver AGC calibration data on the 40 nautical mile orbital AGC recording by Flight Inspection Personnel.

Suggestion No. 198934 - Marvin W. Royce
AF Division - $250.00 Award based on FAA-wide use
Concerns Method of commissioning CA-1773 Automatic Transfer Units where they are used in connection with CA-1293 Control Units.

Suggestion No. 11748 - Elmer A. Schultz
AT Division - $15.00 Award
Concerns circuit congestion Area "B" Class "D" Traffic.

Suggestion No. 48610 - John C. Owicki
AF Division - $25.00 Award
Concerns 2.5 degree check points for the ILS/LOCALIZER.

Suggestion No. 121544 - Thomas F. Cann and William E. Adkins
AF Division - $100.00 Award
Concerns elimination of burning of tapes in the Mohawk Message Recorder of the CA-3409/10 unit in the CA-3409A Transcribed Weather Broadcast System.

Suggestion No. 28005 - Kermit B. Karns.
AF Division - $25.00 Award
Concerns remote neon indicator lights operated by CA-4619 TACAN monitor alarm amplifier.

Suggestion No. 52923 - John B. McDonnell
FS Division - $75.00 Award
Concerns a small handbook containing essential material needed by Facilities Flight Check Pilot.

Suggestion No. 72673 - George R. Seitz
AT Division - $50.00 Award
Concerns splicing chadless perforator tape and its use.

Suggestion No. 61044 - Stuart D. Lewis
AT Division - $15.00 Award
Concerns sign for facilities - "Fly the SAFE Way - Fly the FLIGHT PLAN Way"

Suggestion No. 71748 - Constance W. Fogarty
AT Division - $25.00 Award
Concerns a portable flight progress strip holder.

Suggestion No. 194136 - Foster J. Ruppert
AT Division - $10.00 Award
Concerns using both sides instead of only one on flight progress strips.

Better writing - but we hope not more of it. Taking the Better Writing Course are - Seated, left to right: Albert Drakenberg, Martin Noteboom, Rose Kumro, Deck Crouse, Rolfe Sobolik; standing, left to right, Roy Stears, Walt Delear, Ron Puckett, Clarence Holm, Bob Johnson.
Class members not shown - JDon Jacobsen, J. Merle Schulman.
Out of Agency class members - Rose Kumro, K.C. Navy Inspection Office; Schulman and Sobolik are from Bureau of Public Roads, K.C., Mo.

Continued from page 27.

This facility grouping is under the jurisdiction of the Rapid City Systems Maintenance Sector, which is under the supervision of Donald S. Barnes. The Sector staff includes four electronic specialists and one mechanical equipment specialist.

This installation was begun in 1949 and was located northwest of the Ellsworth Air Force Base. During 1950 the civil air traffic began using the new Rapid City Municipal Airport. Siting criteria necessitated the relocation of the facility to the present site in 1952. In line with the FAA's modernization program, this installation was expanded to include the Distance Measuring (DME) and Tactical Air Navigation Equipment (TACAN). The most recent modernization work was completed during June of this year.

The replacement cost of this installation is estimated to be about $260,000. Current plans are for utilization of local contractors and labor to the fullest extent in the reconstruction.

Continued from page 23.

Marine Corps, in Washington. These were the days when the old Hoover Airport stood where the Pentagon now stands and when President Franklin D. Roosevelt dedicated the National Airport which was under construction just across the river from the Washington Monument. In fact, Ozzie helped move his Constitution Avenue Marine Corps Office to the Arlington Navy Annex in 1941 and was one of the first occupants of the (now famous) permanent and temporary buildings which cover the landscape between Arlington Cemetery and the Potomac River.

Ozzie's flying career started in July of 1942 when he became a Naval Aviation Cadet. His flying training was accomplished first at Dallas, Texas, and later at Pensacola, Florida where he was graduated on July 6, 1943 as a 2nd Lieutenant, United States Marine Corps.

Serving in both World War II and the Korean conflict as a combat pilot, Ozzie earned the Air Medal with four stars and the Distinguished Flying Cross. He has retained his Marine Reserve membership and is presently a Marine Reserve Lieutenant Colonel attached to a Navy Transport Squadron at Grosse Ile, Michigan.

Before employment with the FAA in November of 1958 he gained considerable civilian flying experience with Riddle Airlines. He possesses an FAA Airline Transport Rating.

Ozzie enjoys hunting and fishing more than any other sport.

Latest News Release! Another step has been taken in the career of one - Clarence Osgood! He has been selected to fill a pilot vacancy in the Aircraft Management Branch Honolulu, Hawaii, and will assume his new duties in September. Good luck Ozzie, and to your charming wife, Bobbie.

ACCIDENTS ASUNDER

Divorced men and women have more home accidents than those who stay married. This was reported as one of the "unusual" findings in an "accident-prone personality study" of some 6,000 Norwich, Conn. residents.

The women showed the highest home accident rate for either the male or female category in the marital status group, according to the study report in the Hartford County Medical Association Journal. However, men hurt themselves more seriously than women did.

Iron pills should be labelled as potentially poisonous and kept in safe containers out of the reach of children, warns Dr. Evan Charney, University of Rochester pediatrician. Deaths among children accidentally overdosed with ferrous sulfate are increasing, he reports, noting that iron pills are completely safe in the usual prescribed doses but extremely toxic to children when taken in large quantities.

IMMUNIZATIONS RECOMMENDED

1. Smallpox - After initial vaccination, should be repeated every three years.
2. Typhoid and Paratyphoid Fever - Inoculations are recommended. Standard course, three injections, 7 to 28 day intervals; a booster dose after 1 year or at any time thereafter regardless of time elapsed.
3. Tetanus - Inoculations are recommended as a protection in case of accident. Standard course, three doses at intervals of 3 to 6 weeks and a third dose 12 months after the first dose. A booster dose may be given at 4-year intervals thereafter, and at the time of an injury. Children generally receive this immunization and all armed forces and ex-service personnel have received the course.
4. Polio - Is recommended for everyone.. U. S. Department of Health, Education and Welfare.

Information for international travel may be obtained from this office.

The National Disease and Therapeutic Index reports that a good 20 percent of today's patients are visiting doctors not for treatment but simply to stay well. This market research firm says they are frequently seeking inoculations, prenatal care, vaccinations, etc., rather than medication or treatment. The firm reports, too, that private patients made a total of 972 million appointments with physicians last year.

It is true - that men outclass women when it comes to losing weight. More men than women were able to achieve a 20-pound weight loss, a recent investigation reports. Sex of the patients is not the success of efforts at weight reduction. The "night-eating syndrome," the outcome of previous attempts at dieting, and the amount of anxiety were found to be invalid indicators of success in weight reduction as a result of a review of the literature and a study of 100 patients. Weight reduction is difficult. Success occurs when both patient and physician discard the unrealistic idea that weight reduction will follow as a matter of course when treatment is begun.

WHAT'S ZAT?

Chester Carver from our GADO at Springfield, Mo., sent in the above photo which he says is a contraption called a Vin Fizz aircraft, being built in Mansfield, Mo.

WEATHER BRIEFING DELUXE

Wichita Flight Service Station personnel have developed a new map covered with plastic which they use for pilot weather briefing. Current weather is drawn on the chart which aids the Specialists in giving rapid and accurate information to yonder-bound pilots.

HIGH LEVEL STRATEGY

George Borsari, Chief, Airports Division, Washington, D.C., talking things over with Clyde Pace, Chief, Aviation Facilities Division, Central Region, at the dedication ceremonies for the new Terminal Buildings at Eppley Field, Omaha, over Labor Day weekend. The FAA provided static displays in the Terminal Building and in addition, one of our KC-135 jet aircraft from Flight Standards was flown in from the Aeronautical Center for the visitors to look through.

ON THE AIR

Our Traverse City, Mich. Flight Service Station was highlighted on TV recently when the local station there, WPBN-TV devoted its program to this facility and interviewed facility Chief Joseph McDermott and FS Specialist Spencer. This is the second time in recent mon ths that the station has given our personnel an opportunity to let the public know of some of our doings. Nice work, Traverse City FSS.

FLIGHT STANDARDS NEW HOME

This modern building above houses the Flight Standards District Office and is located on the airport at Willow Run Airport. Built by the University of Michigan, owners of the airport, it contains our Air Carrier and General offices.

Providing the ultimate in service to the public, pilots having business there may park either their airplane or their auto next door to the office. Dedication ceremonies for the new office building were held on Saturday, September 16, with University officials and FAA personnel from the District Office and the Regional Office participating.

Detroit Flight Standards District Office

Ed Marsh receiving the key to the building from Wilbur K. Pierpont, Vice-President of Business & Finance, University of Michigan. Also shown are C. E. Moody, ACI(Gen);and Regional Manager, H. L. Newman

PILOTS TO RECEIVE BLUE SEAL

Pilots who acquire enough instrument flying skill to get themselves out of potentially dangerous weather situations will receive a Blue Seal on their pilot certificates under a new Federal Aviation Agency program designed to encourage all pilots to attain at least limited instrument flight capability.

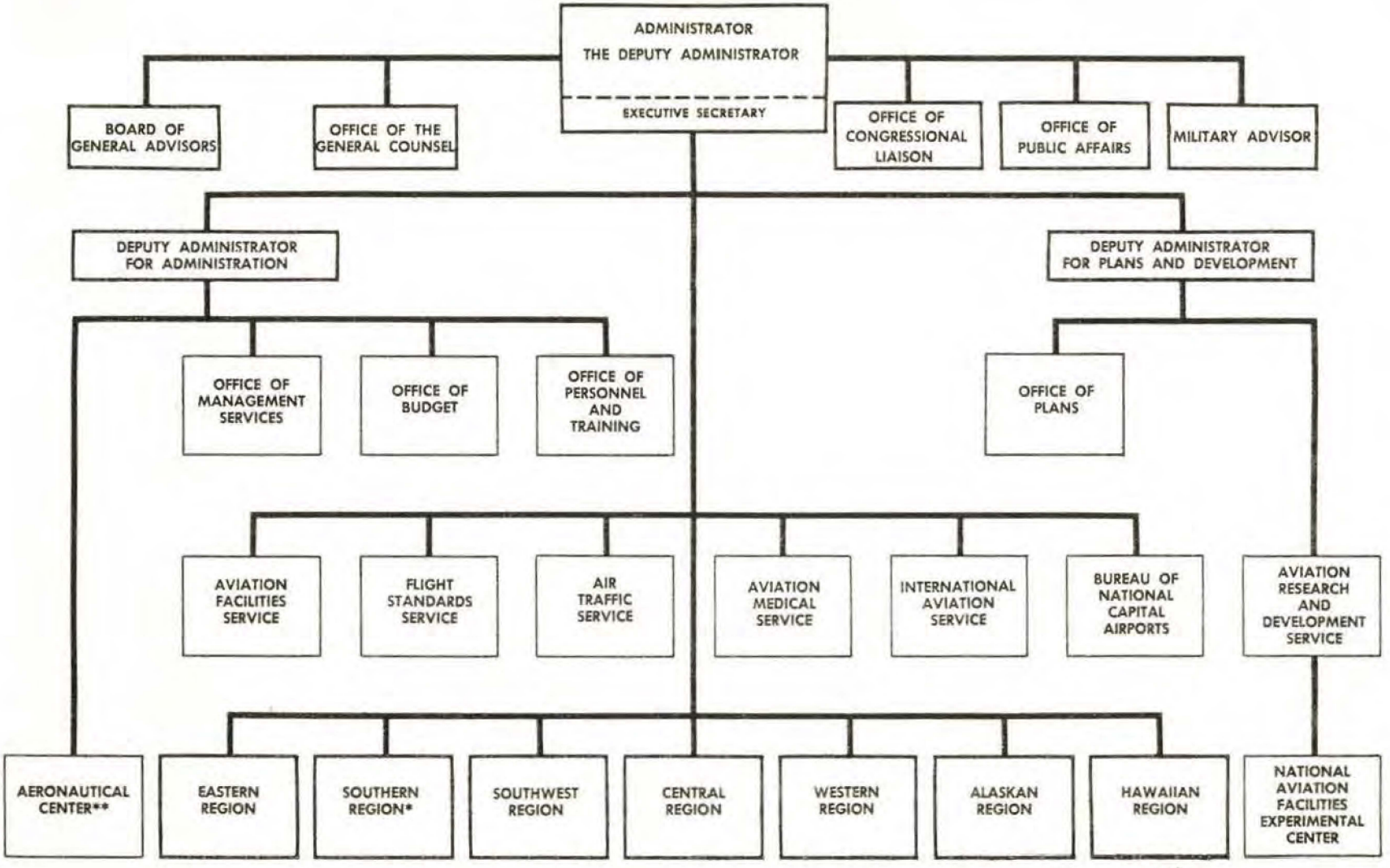
Beginning October 1, Blue Seal certificates will be issued to private and commercial pilots who acquire enough instrument skill to fly out of any marginal visibility or weather conditions they might encounter and back to an area where visual flying is safe.

"We are not trying to make full instrument pilots out of all pilots," FAA Administrator N. E. Halaby said in explaining the Blue Seal program. "With this minimum ability, a pilot has a life preserver he can use in emergencies. He can control his airplane in straight and level flight by knowing how to use a few instruments and fly safely to an area where he can again see the horizon and fly as he normally does - with reference to the ground."

Pilots who have demonstrated their ability to control an airplane referring only to instruments automatically qualify for the Blue Seal. They can apply to the nearest FAA Safety Inspector. Pilots who demonstrate this competence in the future can receive the Blue Seal by submitting their logbooks and documents showing eligibility.

Private pilots now receiving instruction will complete their course with the necessary skill to qualify for the Blue Seal. This is required in Civil Air Regulation 20.35 (b) which became effective in May, 1960.

FEDERAL AVIATION AGENCY



*To be activated approximately January 1, 1962. Until then, regional program will be under direction of Southwest Region.

**Programs conducted at the Aeronautical Center are under the direction of the respective Services and Office.

Approved N E Halaby July 1, 1961

Administrator

DO YOU KNOW HOW TO USE THEM ?

Fire Prevention Week - October 8-14, 1961