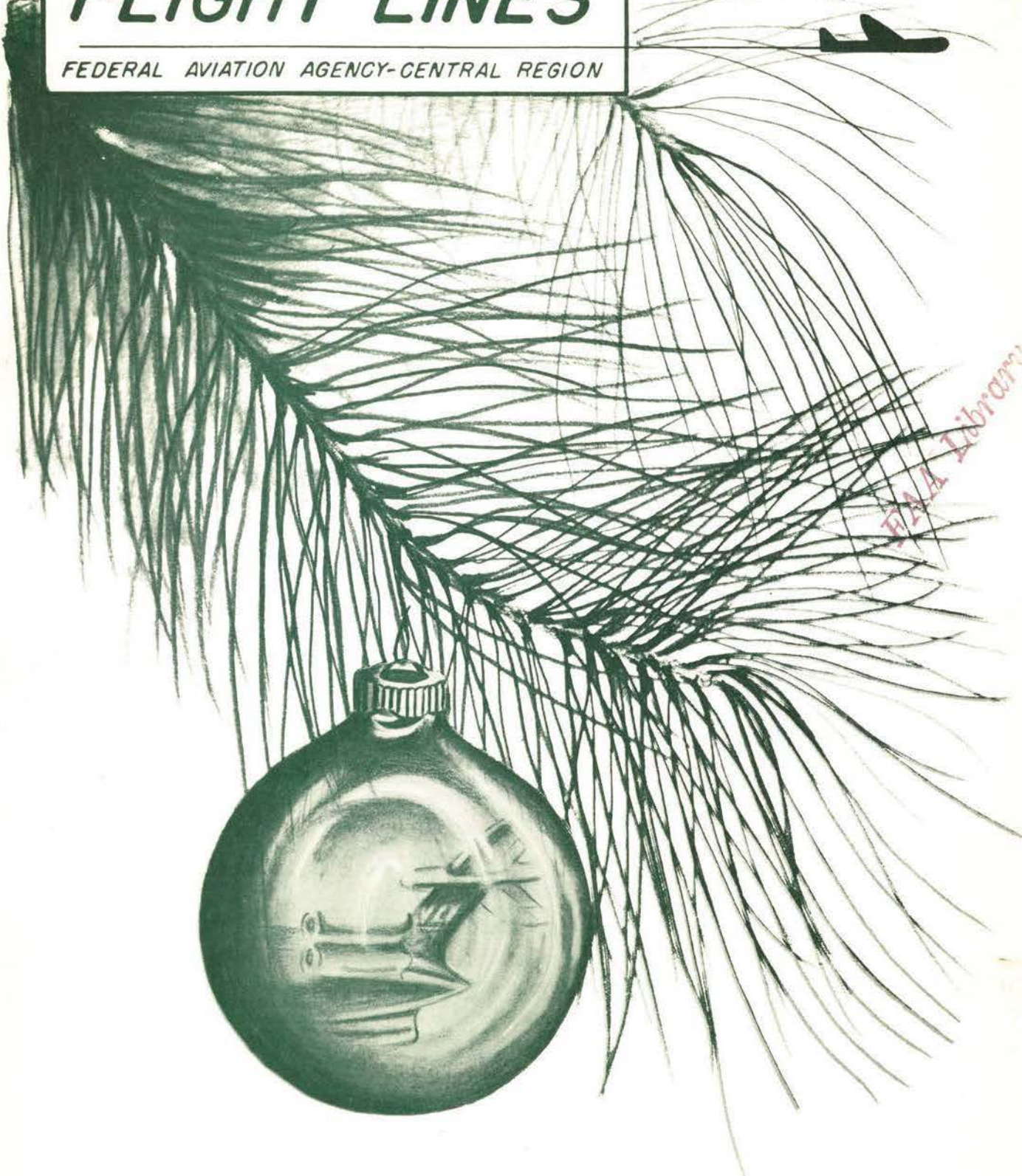


FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION

MS-110
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December, 1962



FEDERAL AVIATION AGENCY
CENTRAL REGION
4825 Troost Avenue
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FELLOW EMPLOYEES

As another Holiday Season draws near, adding its special activities to our regular ones, I suppose few of us spend much time reflecting on the events of the past year. Were we to do so, each of us would have his own list of developments, good and bad, which were important to him; births, deaths, a promotion, a move, a graduation, disappointments, hopes -- an endless variety of plus and minus factors.

Usually it is more fruitful to look forward than backward, but assessing for a moment the past year in the Central Region, and in the FAA as a whole, I think we must call it a "plus" year; perhaps not as big a plus as we might have hoped for, but surely as good as we had a right to expect and probably as good as we earned. We have increased services in many respects and have the capability of further increases, our organization is stabilized, our nation surmounted the Cuban crisis with increased stature and FAA learned valuable lessons from the problems it presented, we are working together better as a team and we have identified some of the things on which we need to work harder. As an individual, I value the friendships gained in the Central Region and hope to broaden them in the future.

We cannot become complacent; we must do more and better, but in my view we need not be ashamed of the record of the past year. Let us then face with confidence the coming year, resolving each to do his part to make of the FAA a model of efficiency, adequacy and spirit in Government.

On this note may I express to each of you, and to your families, sincere appreciation of your able efforts in the past year, and my best wishes for a Merry Christmas and a Happy and Successful New Year.

J. M. Beardslee



Big Daddy of the Airways

He's big and strong and his one steel eye
Can see as fast and as far as a jet can fly.
He has muscles to spare and an extra set too,
To use when the first needs a checkup or two.
He's Big Daddy.

Sitting on top of a remote hill, like some fantastic monster surveying his domain, is the FAA's Air Route Surveillance Radar (ARSR). This electronic giant uses one of the oldest secrets of nature for scanning the ocean of air to determine what objects are in its range. No one knows when the first flying bat learned to hunt his prey at night and navigate through pitch-black caves by listening to the echoes from the high-pitched squeaks he emits. Men didn't get the clue because the bat's squeaks are of a pitch too high for human ears to hear. But eventually men discovered a way to do the same thing electronically, even though it takes a whole house-full of equipment to do what the bat does in his head.

Of course, no bat has a radar range of 200 miles like our Big Daddy (B. D.); and B. D. has other advantages too. He can look about and only see the moving targets and can ignore the unmoving terrain and buildings. This is a real advantage since we are only interested in flying aircraft. He needs a couple of additional racks of equipment for this moving target information (MTI) ability, but it is not all gain for us. We not only

have extra, complicated MTI equipment to care for; but we learned that in his stubbornness, B. D. with MTI refused to recognize objects flying at certain speeds. Well, to cure this stubbornness, we had to hook-on some more racks of complicated equipment to change the rate at which he emits his electronic "squeaks". We call it staggered pulse repetition frequency, or staggered PRF for short.

When we got B. D. tamed so he would pretty well ignore fixed objects, we discovered he had another habit we didn't like. Rain and snow and storms are moving objects, and he would see them too. If an aircraft were in the storm, he would often see the storm the best because it was bigger. Someone discovered that if we gave his "squeaks" a circular twist as they left, B. D. would ignore these atmospheric conditions. More equipment was added, and we called it Circular Polarization.

It seems like some people never are quite satisfied with their gadgets nowadays; more horsepower for autos, more speed for jet planes, rockets even. So someone decided

to make Big Daddy's "squeaks" more powerful so he could get stronger echoes from his targets. They developed the Amplitron to do this, and added more racks of equipment to care for.

Another logical development, after giving him a louder voice, was to give B. D. better ears. The parametric preamplifier does this, and we will soon be adding this modification. Actually, this improvement gives him better detection capabilities than did his louder voice. Maybe we can get a lesson from this -- we can learn more from listening carefully than by speaking loudly.

Big Daddy has other intricacies that make him work a bit better, but we'll leave them for the engineers and radar specialists. He does have dual sets of equipment so one can be repaired while the other is operating, and he has a husky engine generator to keep him going when commercial power fails.

Now you understand some of the secrets of Big Daddy's personality. If you ever get a chance to visit him, listen to the hum of his powerful electronic heart-beat. Watch the men as they care for him. Step outside and see his big steel eye as it scans the skies. When you leave, you'll be glad he is strong to do his job. And maybe sometime you'll wonder, as I do, if in a way, we are just serving him so he will do what we need and can't do ourselves.

Article written by Robert G. Thrutchley

Heart Attack Fatal to Air Carrier Inspector

Alexander S. Ward, Air Carrier Operations Inspector, ACDO 34, Minneapolis, died suddenly October 31 while on official duty in Los Angeles.

Born January 30, 1909 in County Cumberland, England, Ward had been employed with the Agency since 1939. His first assignment was in the Washington office. He was then

transferred to the Western Region where he remained until his transfer to the Central Region in 1959.

He is survived by his wife Naomi A. and a daughter, Betty Jane.

Employee Conduct Policy Reminder

To assure the integrity of Agency operations, to promote compliance with applicable laws, policies, and regulations, to avoid even the appearance of impropriety and to safeguard public confidence in the Federal Aviation Agency, the following policy has been prescribed:

The highest possible standards of integrity and ethics in official conduct are to be promoted and maintained by all employees and representatives of the FAA.

Agency Order AD 1000.1 establishes the responsibility of employees for compliance with this policy.

Activities coming within the scope of this policy include, but are not limited to:

1. Acceptance of compensation or anything of monetary value other than that to which duly entitled for the performance of any activity falling within the scope of his official responsibilities.
2. Use of public office for private gain.
3. Giving preferential treatment to any employee or Agency contractor.
4. Engaging in any outside employment or activity associated with the employee's discharge of the responsibilities of his office or position.

The Compliance and Security Division should be promptly advised, in accordance with established procedures, of all violations of this policy.





From the Desk of the Division Chief

The recent crisis resulting from President Kennedy's actions in connection with the Cuban armament situation had a measurable impact upon the activities of the FAA in Washington, Regional offices, and field facilities. For instance, both Washington and Regional offices have been manning a watch around the clock on special telephone communications circuits that have been installed to connect all of the Regional Office's with the FAA headquarters at 1711 New York Avenue, N.W. in the Capitol. This means that a lot of headquarters personnel are back in the business of standing watch on the midnight and evening shifts--something that most of them, at least, hoped would never happen again! Looks like this may be with us as long as DEFCON 3 continues, or perhaps even beyond that.

Certain observations can be made on our experience during the recent boiling point reached in the Cuban crisis. First of all, the emergency preparations that were made in response to the Administrator placing the Agency in a defense readiness posture immediately emphasized and highlighted our intimate relationship with the national defense efforts of the Department of Defense. Secondly, the last minute rush to review and bring up to date our emergency readiness plans served as an eloquent reminder that we were not as well prepared and capable of reacting in a crisis of this type as we should have been.

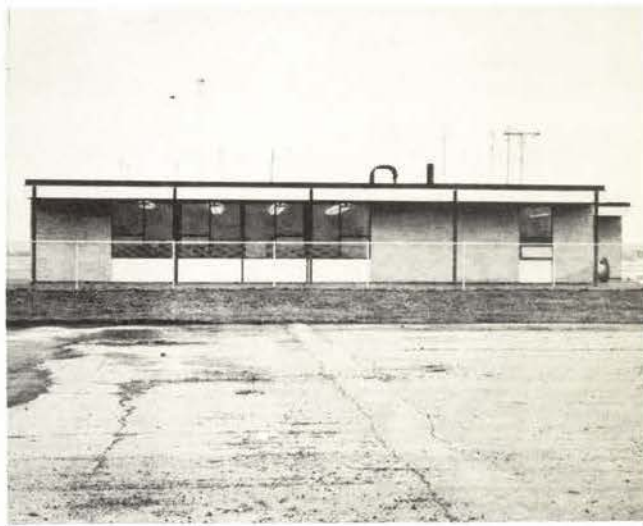
Since we now have had a period during which the international situation has at least temporarily relaxed the degree of tension that initially prevailed some two weeks ago, each Facility Chief has had an opportunity to review the various policies and directives.

related to emergency readiness plans and the actions that must be taken under specific DEFCON notifications. Each facility and field office should be following up to insure that their local plans are quickly brought up to date and coordinated with those of other local FAA offices to insure that they are complete and interrelated to the extent required.

It is urgent that we give continuing emphasis to our emergency readiness plans and take whatever measures are appropriate to develop them into a finalized and up-to-date state while the tempo and temperature of the international situations are temporarily at a more moderate level, since next time the circumstances may dictate an entirely different course of action with little or no time left for making plans.

GW Krisko

Hibbing Minnesota FSS Commissioned

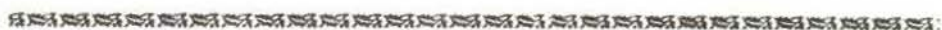


The newest addition to the Central Region FSS family was commissioned on October 29, at Chishold-Hibbing Airport, Hibbing, Minnesota. Tom Manis, FSS Chief (formerly the Chief at Philip, S. D.) took over the new facility with a staff of eight personnel who

came from facilities in North Dakota, South Dakota, Nebraska, and Minnesota.

The new crew consists of: David K. Alred, (PHP FSS); Durward F. Anderson (DLH CS/T); Floyd B. Christianson (ATY FSS); Curtis Fischer (GFK FSS); Thomas F. Gribble (PHP FSS); Vaughn L. Murphy (UNA FSS); Victor I. Stein (RAP FSS); and Joseph D. Wiza (PHP FSS).

The FSS occupies a brand new building, housing the operating quarters, an equipment room, pilot's briefing room, offices and a standby engine generator power plant. Hibbing FSS remotely controls voice communications outlets at the Minnesota State-owned VOR's located at International Falls, Grand Rapids, and Eveleth-Virginia.



Kansas City (Mid-Continent) Tower Commissioned

The newest addition to the list of Central Region control towers joined the ranks of ATS facilities on December 1, 1962, when a 16-hour (VFR) tower was commissioned at Kansas City's Mid-Continent Airport.

Located some 16 miles NNW of Kansas City Municipal Airport, in Platte County, Mid-Continent Airport is intended to serve as the future jet airport for Kansas City. At present, it has a 9,000 ft. N/S runway, served by an ILS and approach lighting system. TWA's System Overhaul Base is located on the east side of the airport, with a taxiway leading from the south end of the N/S runway to the TWA facility which serves the entire TWA fleet of jet and prop driven Connies for major maintenance, overhaul, and modification work. Additionally, the TWA pilot training program is conducted from this airport.

It is anticipated that a considerable number of the scheduled air carrier jet operations currently operating into Kansas City Municipal Airport will divert into MCI this winter due to the longer runway (9,000' vs. 7,000' at MKC), lower instrument approach minimums, and lack of critical terrain and man-made obstructions which plague MKC's operations. Kansas City Municipal Tower will provide radar approach control service for Mid-Continent Airport.

The new tower structure, which rises some 10 stories in height (8 of them served by an elevator, thank goodness!) above the surrounding Platte County corn fields, is one of the most impressive, modern, and up-to-date towers in the Region. Right now, with only a minimum equipped airport insofar as runways, taxiways, ramp area, etc., are concerned, and the only traffic being that generated by the TWA Overhaul Base and pilot training program, with a few "touch and go" operations thrown in by local Kansas City general aviation aircraft operators, the new MCI Tower stands out against the landscape like the Taj Mahal.

It will be interesting, 10 years hence, to remember the tranquil setting and peaceful atmosphere that existed when this new facility "goes on the air" December 1, 1962. One of these days it will very likely be the scene of all air carrier operations serving Kansas City.



View looking SE of Mid-Continent Tower.

Continued on Page 12



Aviation Medical Examiners from the states of Illinois, Michigan, Indiana, and Iowa, who attended the Region's AME seminar conducted at the University of Michigan Medical School.

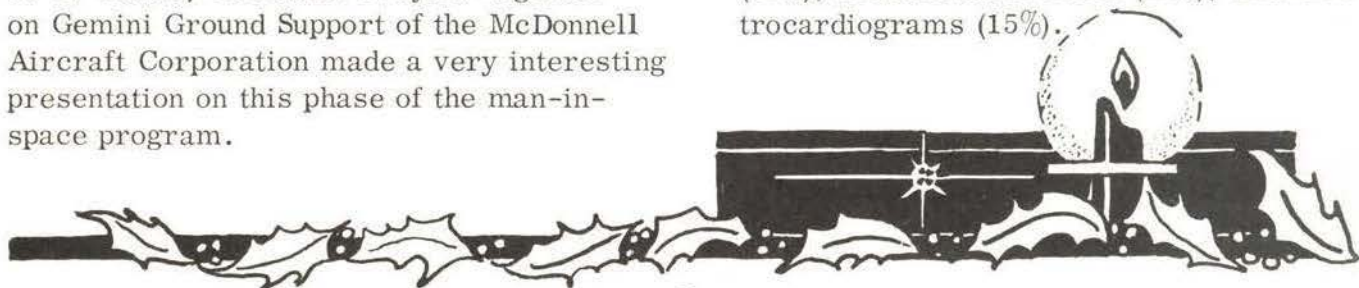
Aviation Medical Seminars Continue

During the month of November two seminars were conducted for Aviation Medical Examiners in the Central Region. The first of these, held at the University of Iowa School of Medicine, November 13-15, was conducted by Dr. Morton P. Eanet, Assistant Flight Surgeon.

The second seminar for the month, under the direction of Dr. Chas. W. McMillin, Regional Flight Surgeon was held at the Washington University School of Medicine in St. Louis, November 28-30. Instructions in modern Aeromedical concepts, certification procedures and accident investigation techniques were presented to approximately 60 AME's at each of the above seminars. J. T. Heard, Assistant Project Engineer on Gemini Ground Support of the McDonnell Aircraft Corporation made a very interesting presentation on this phase of the man-in-space program.

Employee Health Screening Program Schedule Limited

The Aviation Medical Division's screening program, instituted in April of this year continues with the scheduling of a limited number of Headquarter employees who can be accommodated by present staff and facilities. During November, a total of 35 employees were processed in the Clinic for testing purposes, even though a greater than normal patient workload was processed for immunizations and emergency treatment. Of those employees tested, four were seen in consultation by a Staff Physician to discuss the results of findings which were of significance and required discussion with the employee. The greater percentages of abnormalities have been found to date in tests performed for complete blood counts (52%); sedimentation rates (22%), and electrocardiograms (15%).



It's Hunting Time Again!

Each year, thousands of deer, squirrels, birds, bears, and other game animals are shot and killed by hunters, and so are scores of human beings. Gunfire accidents can be avoided. When you plan your hunting trip this year read the following safety rules to every member of your party.

NEVER POINT A GUN at anything you don't intend to shoot - not even in jest. There are a number of ways weapons may be discharged accidentally.

SHOOT FOR SAFETY at all times. That means you don't shoot at a flat, hard surface, bottles, or tin cans. Ricocheting bullets can be dangerous.

KNOW WHAT YOU ARE FIRING at before you pull the trigger. **NEVER FIRE** at an unknown "something" moving in the bushes - you may be shooting a friend. **DON'T CLIMB, JUMP, OR RUN CARRYING A GUN.** Unload the weapon before you cross a fence or climb a tree.

DON'T RELEASE THE SAFETY until just before you shoot. When the weapon isn't in use, be sure it is unloaded.

NEVER CARRY LOADED WEAPONS in your car, and never shoot from a moving car. In many states this practice is unlawful.

UNLOAD ALL GUNS before entering your home, cabin, or tent.

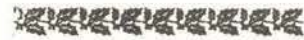
KEEP CHILDREN and irresponsible adults and teen-agers away from guns.

STORE GUNS AND AMMUNITION in a safe place. If possible, put them under lock and key.

IF YOU PLAN TO BUY a rifle or pistol for your son make sure he knows how to use it properly. If you don't know how to teach your boy to shoot safely, contact a National Rifle Association member in your area, or check to see if there is a junior rifle club in

your town. Also, many local high schools or recreation centers conduct courses in safe hunting and shooting.

From Today's Health



Martin W. Parvi, SEMT/G, SMS 135, Drummond, Montana, is pictured with a young bull elk taken opening day of the season October 21. With the take over of Montana by the Central Region, another sport can be added to the list in which employees participate.



Clerk—Steno Completes Electronic Courses

Not convinced that knowing how to spell "inductance", "capacitors", etc., was enough, she set out to find out more about the jargon of Electronics. This member of the fair sex, Mrs. Marie R. Di Piazza, Clerk-Steno at SMS 46, La Crosse, Wisconsin, has just completed Directed Study Course DFF-90 with the very respectable course average of 95.4 per cent. Prior to that she completed two evening courses with a total of 130 hours in Basic and Advanced Electronics at the La Crosse Vocational Adult Education Night School.

Hats Off - and Congratulations to Mrs. Di Piazza for showing such profound interest in her job!

The Questioning Attitude - What is it?

A recent program evaluation report made by a team from the Washington Office of Appraisal emphasized several areas of operation which need improvement. The team members observed in too many instances that the answer they received to the question "Why are you doing it this way?" was "Well, we've always done it that way." This attitude and approach in the planning and performance of duties is not compatible with good management principles and practices.

To assure that the utmost of economy is achieved in the use of materiel and financial resources and the utilization of manpower, each employee must think constantly of his personal productivity and of the efficiency with which he is carrying out his responsibilities. In this connection, FAA management officials, supervisors and employees are hearing and using the term work simplification. The term represents a systematic approach used by first line supervision in developing more effective and economical methods. The term work simplification is also used to represent the general questioning attitude appropriate for all FAA employees in cost reduction efforts with or without formal simplification programs. The essence of the "questioning attitude" has been summarized as follows:

WORK SIMPLIFICATION	
The Questioning Attitude - WHY?	
1. WHAT is done?	- WHY do it at all?
2. WHERE is it done?	- WHY do it there?
3. WHEN is it done?	- WHY do it then?
4. WHO does it?	- WHY does he do it?
5. HOW is it done?	- WHY do it this way?
Leads to Action for Improved Methods	
PLAN - ELIMINATE - COMBINE	
REARRANGE - SIMPLIFY	

The first-line supervisor is one person who is constantly face-to-face with the realities of the day-to-day operation of his particular segment of the organization. He knows

both the work requirements and the obstacles first hand. The employees who do the work are in the best position, however, to bring to the supervisor's attention questionable procedures and work practices. To assist supervisors and employees in doing this, a six-step procedure to work simplification has been developed. The steps are:

6 Step Procedure to WORK SIMPLIFICATION
1. Select the job to be improved
2. Get all the facts about the job and break them down in detail
3. Apply the questioning attitude to analyze these facts
4. Develop an improved method
5. Apply the new method
6. FOLLOW UP!

Mr. Beardslee summed up the problem which confronts all employees when he said "The need for developing a keener sense of responsibility in all of our personnel and a questioning attitude with respect to matters which appear to be uneconomical, inefficient, or impractical cannot be over emphasized. The magnitude of this problem is fully appreciated and will require the support and a total effort on the part of supervisors at all levels to achieve our objectives."



One section of the group attending a recent NOTIP briefing is pictured above.



C. G. Benzon (l) while Acting Chief, Aviation Facilities Division, presented awards to Jerry Nelson, ET (Suggestion) and Mrs. Frieda Isensee, Clerk-Steno (SSP) both of SMS 57, Minneapolis. Alex A. Artimovich, Assistant Sector Chief (r) looks on.



Charles P. Hugunin (r) Chief, SMS 9, Chadron, is shown above receiving certificates and a check in recognition of an Outstanding Performance Rating and SSP from J. A. Heid, Chief, SMDO 3.



Season's

Charles G. White, Assistant Chief, SMDO 12, presents Suggestion Award to George E. Webster, Chief, SMS 89, Traverse City.



Carol Ann Rapp, ACDO 35 (l), Helen C. O'Hare, GADO 17, James A. Dille (r) and William G. Kastner (second from right) were recognized through the Awards Program for their contributions. Kastner's award was for an adopted suggestion; the others for superior per-

formance. Participating in the presentation ceremony were Edmund Benben, Supervising Inspector, Fred Blackburn, Area Coordinator, and John Weisert, Chief, SMDO 8.



Award presentations for an adopted suggestion are becoming a habit for Ramon Peterson, EMT, Battle Creek. An initial award was made in this region for his suggestion to simplify and speed up location of defective electronic components by using a spray of freon gas. A supplemental award was received for adoption by the Alaskan Region. J. D. Mitchell, SMDO 13, (l) is shown presenting a second supplemental award for adoption by the Eastern Region.



Awards were presented by Mr. Newman to Aviation Facilities Division employees in the Regional Office. Pictured from Left to Right are employees who received awards for adopted suggestions; Earl L. Turbyfill, Civil Engineer; Harry Hackett, Civil Engineer; Peggy Grogan, Clerk-Steno; and Robert E. Luth, Electronic Technician.

Greetings



Kenneth I. Law, Printing Section, receives cash award and certificate from D. F. Randolph, Chief Administrative Services Division, for a fine suggestion he submitted and which was adopted.



Mr. Beardslee presents a Sustained Superior Performance certificate and award check to A. E. Drakenberg.



Detroit ARTCC - Art Lybarger, Chief, Operations Branch, presented Outstanding Performance Rating Certificates and Sustained Superior awards to center personnel (l to r) -- Lybarger, Charles Mercer, Robert Folger, Leo Keith, Kermit Eberly, Arden Nessett, Harold Downey, Hubert Holmes, Thomas Lark, John Nauman, Herbert Morgan, Melvin Orr and Lauren Davis.

Selections Announced



Luther C. Vail, formerly at the Mason City FSS, has been selected as FSS Chief at Scottsbluff, Nebraska, to fill the vacancy created by the recent death of John Reed, former FSS Chief.

Jerome P. Francis, formerly at Grand Island FSS, has been selected as GRI FSS Chief, vice Eugene Frain, who was recently selected as Asst. Chief, St. Louis FSS.

Clarence S. Rasmussen, formerly at Traverse City FSS, is now the TVC FSS Chief, vice Joseph C. McDermott, former Chief, who was selected as Asst. Chief, Minneapolis FSS.

Joseph A. Gould, formerly at Grand Forks FSS, was selected as FSS Chief for Jamestown, N. D., vice former Chief, Ross F. Hall, who was selected as FSS Chief at Ft. Wayne, Indiana. Mr. Hall filled the vacancy created by the selection and transfer of Willis G. Stephenson for the Asst. FSS Chief position at Indianapolis.

Center Personnel Selected for Relocation

Thirty eight St. Louis Center personnel have been selected to move from St. Louis to the Ft. Worth ARTC Center as the result of personnel relocations that are associated with the coming Center boundary reconfiguration plan. This plan will result in Ft. Worth taking over a portion of the St. Louis Center's control area. Fifteen people are scheduled to make the relocation move to Ft. Worth on or about February 2, 1963, and the remaining 23 on March 2.

Kelleher to Western Region

John Kelleher, former Chicago Midway Tower Chief and a citizen of that facility during it's many years when it served the "world's busiest airport", has been selected by the Western Region as Tower Chief at Peterson Field, Colorado Springs, Colorado,

effective November 11. John will bring to the Western Region a wealth of big league tower experience. All who know him wish him success at COS.

Hospital News

Jim Godsey, FAA ADLO at 30th NORAD Region, has been released from Madison General Hospital and is now at home under the care of a special nurse. His condition, unfortunately, has not improved. Jim's home address is: 5914 Tolman Terrace, Madison, Wisconsin. Cards and letters should be sent to that address.

Max Bloomer, Indianapolis Tower Chief, underwent brain surgery November 21 for removal of a brain tumor at Methodist Hospital in Indianapolis, Indiana. At this early date, a report on the results of the operation is not available.

Art Lybarger, Operations Branch Chief, in the Methodist Hospital at Rochester, Minnesota, recovering from major heart surgery, experienced three coronary attacks on November 18-19. This has at least temporarily set back his recovery. Art was visited on November 20, and, although in an oxygen tent and permitted to have only limited time with visitors, was somewhat better than had been anticipated. Apparently the doctors do not feel that his heart was seriously damaged by these attacks. Although his condition is of serious concern, recovery from the major surgery has been quite successful. Art and his wife both asked that their thanks and appreciation be expressed to one and all who have thoughtfully sent cards and letters during his confinement.

Chester A. Brunner, FSS Chief at North Platte, Nebraska, has been in the Halstead Hospital, Halstead, Kansas, since Oct. 16, where he underwent surgery. He indicates that he may be released approximately November 12 and expects to undergo at least a month of convalescence before he can return to duty. His home address is 621 South Dewey, North Platte, Nebraska.

A Lesson in Gamesmanship

This item came across the desk several months ago, contributed, as recalled, by Dan Vucurevich, YIP Tower Chief, which was placed in the "suspense folder" for Flight Lines. Since then, it has also shown up in a couple of aviation magazines. A number of you will enjoy reading it, whether you look at it from either the viewpoint of the tower controller or the pilot.

"REPORT THE BREWERY"

Pilots and tower operators enjoy a form of gamesmanship in their radio contacts with one another. It is a traditional game, like "Let's Chase Cats" is for members of the canine group. In much the same way, the game can begin at any time.

Close observation of a great number of games indicates, however, that the tower men have all the cards. It is hoped that this article will help the pilots to improve their game, making it more even, and even more fun.

A present-day standard opening goes like this: "Van Nuys Tower, this is Lockheed 1285, ten miles north, landing Van Nuys." The tower comes back: "Lockheed 1285, Runway 34, the wind northwest at three zero, gusts to four five. Altimeter two niner niner six. Report the Brewery". Pilot says "85", and begins looking for the Brewery. Perhaps he once lived in the San Fernando Valley,

and remembers that Budweiser started a new plant some years back. He thinks he remembers where it was to be. He knows it must be near the airport.

The tower knows that the pilot doesn't know where the brewery is; but the tower knows where Lockheed 1285 is, follows him with his glasses, watches him reach for the mike, and beats him to it: "Lockheed 1285, over the Brewery, number two to land following the Bonanza on right base". (Score: Tower 1; pilot 0)

Same thing at Bakersfield: "Meadows Tower to Lockheed 1285, ten miles south; cleared for right base, landing Runway 7, report the roundhouse". Or, at Oakland: "Landing Runway 27 right, report the Dodge plant".

The essence of this friendly game lies in the fact that no pilot wants to admit that he doesn't know where the brewery, the roundhouse, the Dodge Plant, etc., are. If he doesn't want to play the game, he can untrap himself by saying: "Van Nuys Tower, I'm a stranger around here. I never heard of the Sepulveda Dam - or is it 'damn'? I have the field in sight, and the best guess I can make is that I'm five miles southwest.:

This is clearly a foul, and forfeits the game. A man might just as well drop his golf ball in the cup, hire three extra infielders, or open on a small pair. To preserve the

Continued on Page 16



Group picture of personnel in attendance at the August Detroit Area Coordinator Meeting. (l to r) Lewis Clark, ACDO 36; Joseph Macha, EMDO 44; Adolf F. Besola, Detroit FSS; Albert Boehlein, SMS 114; Clay Hedges, Detroit Center; Bill Toth, SMS 95; Bill Giddings, Detroit City Control Tower; Jesse P. Reed, SMS 73; Roland H. Barstow, Chief, Detroit FSS; Harley E. Shotliff, Area Coordinator; Frank W. Skopinski, GADO 5; Bill Hogan, Detroit FSS; Frank Gineman, Pontiac Tower; R. W. Bugg, Chief, SMDO 12; Robert P. Boston, SMS 73, and Lyle E. Ostrander, Detroit City Tower.

What Makes a Dream Come True?



"All of this and a pay raise too!" "It's a joy to come to work." "A dream come true." Everyone was very exuberant with their praise during the first shift in the new Indianapolis Center building.

Their dream came true when the first shift reported for duty at 0001EST, November 4, 1962, and the cut-over occurred exactly on schedule at 0200EST. There was probably less fanfare than that which took place at some earlier "cut-overs" but none were accomplished with greater pride and satisfaction. Everyone takes pride, not just in the spacious new quarters and modern equipment, but in the manner with which everyone involved carried out their responsibilities to insure that no further delays would take place. It may be that everyone's enthusiasm and enjoyment for the occasion was greater because they had waited so long for it to happen.

It was in October, 1959, three years earlier, that the ground breaking ceremonies took place. After two previous unavoidable postponements, about May of this year a scheduled commissioning date of November 4, 1962, was established. Although everyone



A retired old center.

Just prior to cut-over.

was working hard throughout the summer, equipment was still lagging as late as mid-August. Visitors who had watched the progress of other new centers while being equipped for occupancy shook their heads and stated "You'll never make it by November."

When equipment deliveries were stepped up early in September, the local "cut-over" committee held a meeting and after Western Electric, Indiana Bell and the Center representative affirmed that they would be ready by November 4, 1962, Chuck Saxton, the SEIT was asked if he would be ready. Chuck stated, "We will be ready if Raytheon delivers the radar equipment. We know they will be delivering behind schedule, but even if it doesn't arrive until a week before "cut-over," we will get it installed." As it turned out, this is about what happened.

Meanwhile, Bernie O'Dea's construction crew was working long hours with short coffee breaks and installing everything from engine generators to plexiglass. Two subsequent "cut-over" meetings were held and they more closely resembled "pep talks" before the big game. About ten days before the cut-over, there were still many things

to be done but the old team effort was taking effect. Saxton had lost a few pounds he could ill afford to lose, Bernie O'Dea was still saying "yes" to what must have seemed a hundred requests a day for items required in our operating quarters, but even when Bernie said "no" he made you feel glad that you had asked. However, there was no let up during the final week of preparations. Chuck's technicians were still getting the bugs out of the new radar equipment, but everyone was finding it easier to smile because we knew we were going to make it.



Last minute problems? Left to right - Jim Williams, Don Lavy, Mel Waldman, Russ Franklin.

On the Big Day, or more correctly, Night, when the count down was finished and someone announced "cut-over completed" there was a spontaneous exchange of congratulations between Jack Wubbolding, the Center Chief, and Chuck Saxton (SEIT). (Bernie couldn't be present). There is no

Chuck Saxton, Indianapolis Supervisory Electronics Installation Technician, wielding the scissors in ribbon cutting ceremony. Holding the ribbon is Jack Wubbolding, Indianapolis Center Chief, and Jack Richards, Indianapolis Center Planning Officer. In the background, left to right, is Melvin Waldman, Russ Franklin, and Dick Smouse.



Close out crew at the old center at 0230EST.

doubt but what Chuck Saxton and Bernie O'Dea and their respective crew have every bit as much pride in the Indianapolis Center as any of the Center people who watched "their dream come true."

We know Bernie will pass the thanks and appreciation of everyone along to Wes Kempf, J. Miller, Fred Willard, Joe Newville, and others among his Sector, Chuck has been asked to express thanks and appreciation to Ron Hightower, Don Lavy, Dick Lindley, Don Pope, Bob Briggsby, Melvin Waldman, and others who worked under his supervision. Of course, a "thank you" is extended to SMS 116 for their part in the project as well as to everyone in Headquarters Divisions who worked so hard and honored so many requests.

What makes a dream come true? - I think the question has been answered.





Licensed women pilots and student pilots and their families were invited to attend a recent fly-in luncheon given by the Iowa Chapter of Ninety-nines, an international organization of licensed women pilots. Pictured are C. A. Martineau, General Aviation Operations Inspector, Des Moines, and Bea Jobe of Ottumwa, a participant in the July Powder Puff Derby.



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game, therefore, ways must be found to let the defense catch up with the offense. As is common in these affairs, this means developing an offensive weapon for the defense.

This must begin at the beginning. When the pilot calls up, he must never say: "Ten miles north". He must say only: "Van Nuys Tower, this is 1285. This makes the tower think he ought to recognize the aircraft, and you get small points if he comes back with: "Aircraft calling Van Nuys Tower, say again your complete identification, please".

The pilot then says: "Lockheed 1285", but nothing more. You now have the tower on the run, and he has to say: "Lockheed 1285, what is your present position?" Like tic-tac-toe, this is the key move--you must make the tower ask you where you are. Then you say: "Van Nuys Tower, 85 is just past the Standard station, coming up on the big trees, abeam the manure spreader".

Naturally, the tower can't see the Standard station, the big trees, or the manure spreader; but is he going to admit that? Not on your best high-button shoes, he isn't, any more than you're going to admit that you don't

know where the brewery is. He'll say: "Roger, 85, cleared to enter right traffic.. etc. " (Score: pilot 1; Tower 0)

For extra points, you can reopen the game by saying: "85 to Van Nuys Tower, do you have me in sight?" The tower will seize this chance to take over and say: "Roger, 85, you are now two miles past Sepulveda Dam." Now you're in jeopardy, but you can still win: "85, two miles past Sepulveda Dam and coming up on the Dodge Plant."

Naturally, the tower never heard of the Dodge Plant, because it's in Oakland, but the rules of the game forbid him to confess. You are now home free. (Score: pilot 3, tower 0) You get a point for giving him the initiative, and a point each time you trap him.

Some players use such gambits as: "the old firehouse", "the lumber yard", "Macy's", "the drug store", and "the supermarket parking lot". These are forgivable in the early stages, but are really not quite cricket. The very best fixes are things that are somewhere else, like the Dodge Plant in San Leandro; or, if you're working San Diego Tower, it's quite good to use "the cement plant", which is near San Francisco. Try "the Oakland Hills" going into Phoenix, "Coyote Point" at Fresno. For Oakland, you can, of course, use "the Brewery", etc. The big point is that the fixes you use must never be on a map, so don't use radio stations, towns, or IFR intersections. And remember, as in poker, the dividing line between lying and bluffing is very thin, so don't allow yourself to be faulted for unsportsmanlike conduct... Practice and good taste will guide you.



Midway Tower Rises to the Occasion

Everyone is familiar with the long standing, unchallenged records Chicago Midway Tower achieved over a period of many years when the now nearly-deserted airport was ranked as No. 1 in the U.S., and the world, in terms of total volume and peak hour traffic movements. Although they can no longer lay claim to being one of the current "big league" towers since the build-up of O'Hare during the past two years, the Midway Tower crew can still exercise initiative and ingenuity in getting the job done under unusual circumstances, which is borne out by the following recent report of an "unusual" episode.

On October 17, MDW Tower was notified by Detroit through Joliet FSS that a Canadian civil aircraft, CF-OUA, was enroute to MDW with an ETA of 1400CDT and that difficulty could be anticipated in communicating with the pilot, who spoke only French. This was no understatement, as evidenced by the first contact with the pilot. Normal airport traffic, runway, and wind information was given to the pilot by the local controller and repeated slowly several times in the hope that the pilot would understand the instructions. The pilot was advised that Runways 31 were in use, cleared for a straight-in approach, and to report 3 miles out on final approach. Due to the language difficulty which was painfully evident at this stage of the game, an immediate canvas of all tower personnel on duty was made to see if anyone could speak and understand French, with negative results. Someone suggested that the Tower secretary, Lucienne Frenette (known to all as "Lou"), in the downstairs office, as a possible candidate for the job at hand.

A hurried call to the office evoked a modest admission from "Lou" that she could speak a little French, whereupon she was

requested to report upstairs to the tower cab "on the double". By this time, CF-OUA was about 4 miles out on final approach. After being coached on what to say, "Lou" picked up the mike and came forth with some mumbo-jumbo, clearing the pilot to land on Runway 31R (she claims). From the immediate response of "OUA", it was evident that he was now at ease and evidently in friendly territory. After landing, and more jargon from "Lou", the aircraft taxied to the south ramp and parked.

Only one hitch developed in the unusual control technique displayed by "Lou", when she momentarily couldn't come up with the French equivalent of "Runway" and in her frantic efforts to recapture this term from her vocabulary during her spiel to the pilot, she uttered in unmistakable English, "Oh, my God!", then continued in French. As luck would have it, "Lou", like a veteran controller, at this point unkeyed the mike during this extemporaneous statement. To her credit, which displayed some quick thinking when she could not come out with "runway", in French, she improvised "Land down the street, three one right".

The pilot of CF-OUA later visited the tower and wanted to personally thank "the French speaking controller". He was understandably amazed to find that the secretary had been drafted to play the temporary role of controller for his benefit, and when introduced to "Lou", said that she had spoken perfect French and he readily understood her instructions, and that this was the most courteous and friendly handling he had received from any tower in the U.S.

John Kelleher, our recently departed Midway Tower Chief (now a Western Regionaire, at Colorado Springs Tower), reports that the Midway Controllers have conferred on "Lou" the title of "Midway's French Controller of the Year"---to which we hereby add our own unqualified endorsement!





Shown is the Washington Office of Appraisal team which recently completed evaluation of Flight Standards, Installation and Materiel and Systems Maintenance programs. Gordon Bain (left standing) Assistant Administrator for Appraisal headed the team.



Interagency Placement Program Established by CSC

The St. Louis Civil Service Commission Regional Office has announced an Interagency Placement Program for the seven states covered by that Region. These states are Kansas, Nebraska, North and South Dakota, Minnesota, Iowa and Missouri.

Basically, the Interagency Placement Program is designed to provide information and machinery to facilitate agency attempts in locating applicants with special qualifications for vacancies at GS-9 and above, and to aid Federal employees interested in career mobility. The St. Louis Commission office frequently receives requests from Federal agencies for assistance in filling positions for which previous government service is desirable. The Interagency Placement Program is a method whereby qualified Federal employees may more effectively make known and available their skills to Federal establishments in the St. Louis Region.

Federal employees with competitive status, and former Federal employees with reinstatement status, who are interested and who have experience that qualifies them for grade GS-9 or higher in the fields listed below are eligible for the program:

Administrative Services, Accounting,
Budget Administration, Supply,
Management Analysis, Personnel,
Electronic Data, Processing

Normally, a person with one year experience at grade GS-7 or above in the field for which he is applying, is eligible and can qualify for the program.

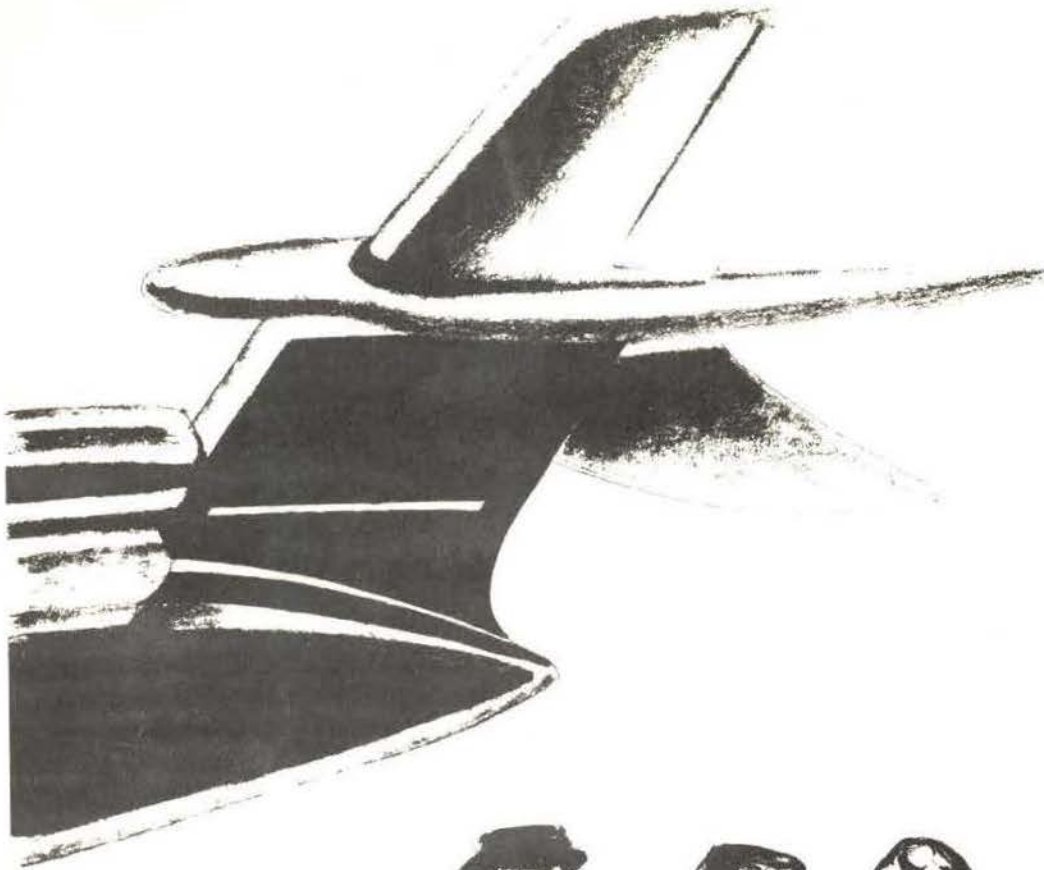
Employees who are interested should complete a SF Form 57 "Application for Federal Employment." The words "Interagency Placement" should be written across the application. The form should then be sent to Director, St. Louis Region, 1520 Market Street, St. Louis 3, Missouri, Attn: Interagency Placement. Employees applying should indicate specifically the positions for which they are interested and the area for availability, such as Kansas, etc. The Commission requests that after filing you do not attempt to correspond with them or with agencies about your chances for referral. You will be referred as the needs arise and the agency interested in your qualifications would contact you directly.



it's



to play it safe



Heeter