

FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION



July-August, 1962



FEDERAL AVIATION AGENCY
CENTRAL REGION
4825 Troost Avenue
Kansas City 10, Missouri

OUR PART IN THE "BONDS FOR FREEDOM" PROGRAM

"Bonds for Freedom" is the name given to this year's Savings Bond Campaign now being conducted throughout the country. The words speak for themselves. Here in Kansas City an actual space capsule was on display as a special attraction to spark interest and enthusiasm on the part of individuals to buy bonds. Different things are being done in other communities to accomplish the same purpose.

We in FAA are being asked to do our share and I am using this as one means to ask your help in this very worthy effort. I know we all take pride in being FAA employees, especially because the organization plays such a vital part in an industry that affects the well being of the entire country. For some strange reason, however, the FAA record in buying savings bonds is not good. Only 37.5 per cent of our employees in the Central Region buy bonds. This compares very unfavorably with a national average of all Government agencies of 55 per cent. The phrase "strange reason" is used because one would expect our record to be just the opposite. The average FAA grade, because of the special skills required and the heavy responsibilities assumed, is considerably higher than in most agencies; job performance is excellent and our record in fund drives and participation in civic affairs shows a strong recognition of our personal obligations.

The reason for our poor record may be a lack of understanding of our country's present need for as many as possible of us to regularly buy bonds, no matter how small the regular payroll deduction may be. We are, therefore, organizing our campaign this year on the basis that each employee will be personally contacted by a fellow worker, requesting his support. The many personal advantages of participating in this program, as well as the national need, will be emphasized. Some of this information appears elsewhere in this issue.

Here is an opportunity for each of us to demonstrate in a positive way that we, individually, can do something for our country. Let's set a goal of having FAA at least equal the 55 per cent Government percentage of bond buyers to eliminate that "strange reason". Our personal satisfaction and gain will be well worth the effort.

A handwritten signature in cursive script, reading "J. M. Beardslee", is located at the bottom right of the page.

Savings Bonds: Investment In Freedom

When Series E U. S. Savings Bonds first appeared for sale twenty-one years ago, the nation was in dire trouble, only seven months from the cataclysm of Pearl Harbor. Millions of Americans, prompted by the patriotic desire to add their bit to the nation's defense--and later, war--effort, poured millions of dollars into the Bond Program. After the war, these same Americans found that what had made patriotic good sense, now also made financial good sense.

Tens of millions of Americans have shown confidence in their nation to the tune of some \$110 billion invested in the Savings Bond Program which, except for a slight dip in 1946, has grown steadily since its inception. As of January 1, 1962, some \$44.5 billion of American's liquid savings was invested in the bonds (which have been extended to include Series H). By such investments, Americans have assured themselves not only of a certain substantial return, but they have helped to build into the economy a stabilizer against both inflation and depression.

Now in 1962, with unsettled world conditions threatening our security, Savings Bonds again enter the picture as a powerful weapon of defense--as well as a good buy for every American. That's why President Kennedy has announced a nation-wide Freedom Bond Drive.

The Communist strategy is to put our way of life on trial in the court of world opinion, raising a smoke screen to hide the weaknesses in their own. Our kind of economy based on individual freedom and responsibility works better for the common good than any other on earth so far. We are still improving ours, while they are trying to make theirs work.

We can expect their campaign of attempted intimidation and persuasion on the military, economic and ideological fronts to go on indefinitely. Meeting the military threat will

continue to cost us heavily. One of the best ways to pay the extra costs of defense is to lend part of our savings to our government. At the same time this helps to strengthen our economy.

The billions of dollars put into Savings Bonds in the past twenty-one years have greatly helped to prevent the boom and bust consequences produced by past wars. Fed into the economy since 1946, bond savings have benefited us beyond measuring in dollars and in other uncounted ways.

This kind of patriotic action really costs us nothing--but it profits us, individually and collectively. What we are doing for our country and the free world we are doing for ourselves and the communities in which we live and bring up our families. In putting savings into these safe, sure securities, no one is giving away any money or taking any risks. Principal and interest are guaranteed with the full faith and credit of the United States behind them.

The major emphasis of the Federal Aviation Agency during the Freedom Bond Drive will be given to Payroll Savings with a concentration of effort through person-to-person contacts. Payroll deductions for purchase of U. S. Savings Bonds are made only when authorized by individual employees. The procedure for authorizing deductions, amount of allotments and issuance of bonds is given in Regional Circular 27, Part IV. Bonds are issued on a timely basis. Issue

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Automatic Data Processing To Begin

The Central Region is now gearing for the establishment of in-house data processing capability. Planned for many months, the machines are expected to be installed late in July. Recruitment of the initial personnel complement is almost completed.

The Data Processing Branch, under the Administrative Services Division, will have what is called "EAM" equipment - Electrical Accounting Machines. These are conventional devices which use an 80 column punched card as the processing media. The machines are capable of rapid and flexible arrangement of data, reproduction of data, calculation of transactions (multiplication, addition, subtraction, and division), and print-out on either cards or paper of summarized or detail information or reports. There will be in the beginning, no "computer" as such, although the equipment is capable of doing anything a computer can do but with considerably less speed.

The feasibility of converting various processes now performed manually to a mechanized EAM system will eventually be studied by systems personnel from the Data Processing Branch working with members of customer organizations. In the immediate future, work performed on a contract basis will be brought into our own shop, followed by the installation of payroll processing, personnel statistical programs, and similar processes.

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Published monthly with the exception of August, by the Personnel and Training Division, Federal Aviation Agency, Central Region, 4825 Troost Avenue, Kansas City 10, Missouri.

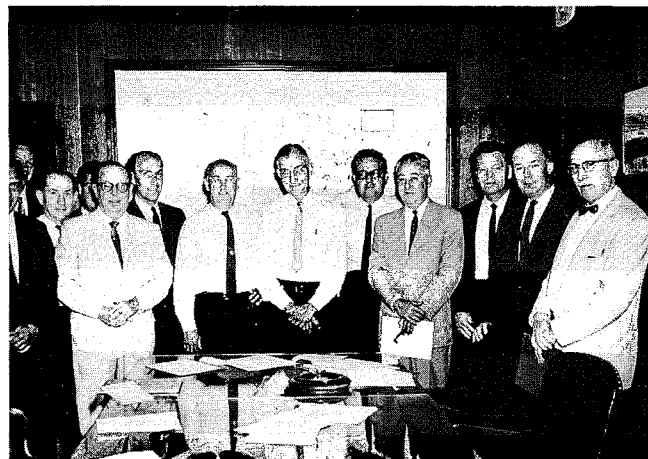
The cover shows Mr. Beardslee purchasing an extra bond from R. B. Davison Chairman, Freedom Bond Drive.

The Branch is now being set up in the McCray Building on the lower level, but visitors are not encouraged at this time since the personnel involved have too many installation problems to be solved before D-Day. When the operation is begun and is operating satisfactorily, there will be time for "Open House".

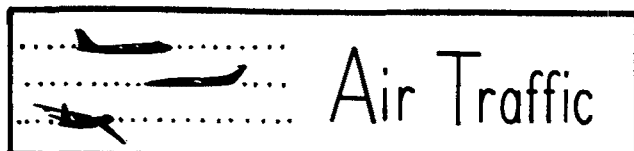
Seat Belts For GSA Cars

Numerous inquiries have come into Regional Headquarters requesting information or instructions pertaining to the addition of seat belts to GSA vehicles used throughout the Region.

A program for installation of these safety devices has been developed by the Region. Information received from the Washington office indicates there will soon be published an Agency directive setting forth the criteria FAA intends to use for belt installation in GSA cars as well as FAA-owned vehicles. Pending the final publication of this directive, the Regional program is being held in abeyance. Field personnel will be advised when the program is rolling again.



(l to r) Ralph Hottman (well half of him anyway), Harley Shotliff, E. J. Thomas, George Kriske, R. L. Campbell, Fred Blackburn, H. L. Newman, J. M. Beardslee, K. L. Brannon, K. D. Mackenzie, E. R. Michelson, E. T. Kierski, and C. G. Benzon are pictured at a recent Area Coordinator meeting.



When the Air Traffic Division material for the last issue (June) of Flight Lines went to the Editor, the writer was attending the Eastern Region's Air Traffic Facility Chief's Conference, held in Philadelphia on May 15, 16, and 17. Before boarding TWA's Convair 880 Flight 114 at MKC for ORD, a hurried call was placed to Gert Connet, former ATD office secretary for many years (more about her later) and asked her to scrape together some items of information for the June publication. So, through her efforts and the help of other people in ATD, the division managed to avoid coming up with a blank in the last issue. Perhaps this time, more quantity and variety of items can be offered.

Ed Waffle Dies In CAL Accident

The crash of CAL Flight 11, a Boeing 707 enroute ORD-MKC, in the vicinity of Unionville, Missouri, on the evening of May 22, resulting in the loss of life for the 45 passengers and crew members aboard made news headlines in national press, TV and radio.



The Regional Office, together with many of the ATD facility personnel in the field, were personally affected by this tragedy since Edward C. Waffle was one of the passengers aboard. Ed, as reported, in the May issue of Flight Lines, had been selected as Tower Chief for the new Green Bay (Wisconsin) Tower, which began operations on May 15 as an Approach Control facility. Prior to his assignment as GRB Tower Chief, Ed was a member of the Terminal Section in our Operations Evaluation Branch.

In that capacity, he had traveled extensively throughout the Region on evaluation visits to our Towers, CS/T's and RAPCONS, in addition to visiting many other ATD facilities in connection with special assignments and projects.

Prior to his service in the Regional Office, Ed had served in the Chicago Midway Tower during it's heyday, and later was Tower Chief at Madison and Indianapolis. He had a host of friends in the R.O. and the field. On the date of the CAL 11 crash, the new GRB Tower had been in operation under Ed's supervision just one week as one of our newest field facilities, and Ed was on the way from GRB to MKC (via ORD) to take care of some business at the R.O. and to make arrangements for moving his family to GRB.

Funeral services were conducted in both Kansas City and Chicago, with a large attendance of ATD and field facility personnel, plus several people from other Divisions and the Asst. Regional Administrator's office.

Division Office Secretary Resigns

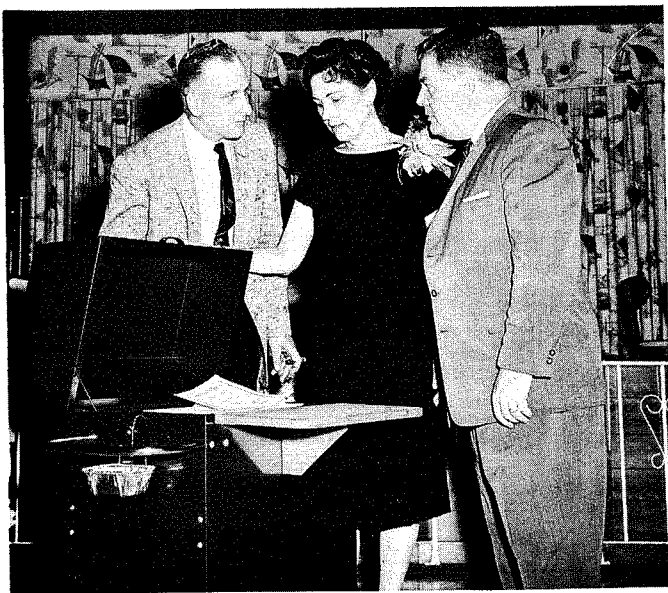
Gertrude (Gert) Connet, Division Office Secretary since almost time immemorial, put in her last day of slaving over a hot typewriter on Friday, May 25. This was an occasion of no small magnitude for ATD. During the past eighteen years Gert had developed a wide acquaintance with the majority of people the Division does business with, not only in the R. O., but in the Washington Office, other Regions, military agencies and other aviation organizations, not to mention innumerable field facility chiefs and their personnel, many of whom she has known since their EOD with CAA.

Gert started her career with CAA in September, 1942, with the former War Training Service (WTS/CPTP), in the former Fifth Regional Office in the City Hall

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Building, Kansas City, Missouri. She transferred to the former ATC Branch, Federal Airways, in 1944, and consecutively served as the secretary to six Division Chiefs.

Her list of accomplishments and services rendered to the AT Division during these many years are many; her record of long, dedicated and efficient performance is an enviable one; her roster of friends and acquaintances developed during her tenure of office is both lengthy and impressive, since it numbers many individuals who might well qualify for a roster of "Who's who" in FAA, military, airlines, civil aviation and other organizations. Her fund of knowledge encompassed the many series and varieties of MANOP's, directives, issuance systems, and office procedures which guided the Agency and AT Division over this long span of time. Her detailed Division office files were a fountain of information to which many offices (including Washington, on more than one occasion) directed inquiries for some forgotten issuance on policy or procedure which had been presumably cancelled or superseded, sometime unintentionally or prematurely.



Gert's "going away" present. (l to r) R. O. Ziegler, Gertrude Connet and George Kriske.

Gert has now "transferred" into her new position as full-time housewife at her home at 737 East 70th Terrace, Kansas City, Mo. What GS grade this position would qualify for is not known. It is doubtful that any Classification expert in the Personnel Division would even attempt to develop a position description and grade structure for it.

She was given a sendoff at a surprise dinner party at the Mirror Lake Country Club on June 2, which 80 people attended, including Messrs. Newman and Brannon.

Memorial Day Race Challenge To Indianapolis ATCS's

The annual Memorial Day 500-Mile Auto Race on May 30 presented the usual challenge to the IND Tower and FSS in handling the big influx of General Aviation Aircraft which fly in for this event. Although the experience that has been gained over several years in developing procedures and cooperative arrangements for handling the large number of aircraft that are attracted to the 500-mile race on Indianapolis' Speedway has reduced the unusual event to almost a "routine" operation, each year it still presents a continuing challenge to the initiative, ingenuity, and coordinated efforts of Agency personnel to successfully handle the problems associated with it.

This year 946 aircraft flew in to attend the "500", landing at Weir-Cook (Mun.) and other adjacent airports as follows: Weir-Cook 465; Shank 401; Speedway 27; Sky Harbor 26; Kelly 12; and Metropolitan 15. At Weir-Cook, over 200 of the 465 aircraft were of the multi-engine type, the largest number of this type handled for any Race Day on record.

On May 30, IND Tower reports 1,534 movements were handled with no major traffic conflicts, incidents or complaints;

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Win Science Fair Awards



Each year twenty top scientists from each Junior High School in Sioux Falls, South Dakota, are selected to demonstrate their projects at a city-wide Science Fair.

This year Carol Dean, daughter of Mrs. Helen Dean, Clerk-Stenographer in the Sector Office and Donnie Meisel, son of Mr. and Mrs. Donald T. Meisel, ES, Maintenance, Sioux Falls, were chosen from Patrick Henry Jr. High and Edison Jr. High.

Carol Dean (on the left) is shown with her partner, Janet Elwein demonstrating how crystals are grown. Donnie built a mechanical portrayal of the Instrument Landing System, which won Honorable Mention.



Flint SMS Chief Dies

Alfred L. Brown (Brownie), Chief, Systems Maintenance Sector, Flint, Michigan, died June 2, 1962, of cancer. He had been ill for four months.

Mr. Brown's employment with this Agency began January 9, 1946, at Toledo, Ohio. In August of 1947 he transferred to Traverse City, Michigan, where he was headquartered as a Relief Technician. From this Sector, he traveled for many years throughout the Central Region. In January of 1958 he was selected as Chief of SMS 23 at Flint, Michigan, where he served until the time of his death.

For the past four years Mr. Brown resided at Fenton, Michigan, where he was active in Little League, 4-H Work and PTA. For many years he was an active HAM (W8MHH).

Mr. Brown was born June 6, 1909, at Bradford, Ohio. He is survived by his wife Betty and sons Rex, Paul and Barry.

Heads Secretaries Group



Mrs. Lola Wade, Secretary to the Chief, Materiel Branch, was installed recently as president of the Heart of America Chapter of the National Secretaries Association.

Questions and Answers



The June, 1962, issue of Flight Lines contained an article regarding the introduction of the new employee-management cooperation program authorized under Executive Order 10988.

A companion Executive Order 10987, "Agency Systems for Appeals from Adverse Actions," directed the U. S. Civil Service Commission to develop regulations equalizing the procedural protections and appeal rights of non-veteran eligibles and veteran eligibles in adverse action cases. The regulations have been issued by the Commission and are effective July 1, 1962.

Federal Aviation Agency regulations to implement the program have been drafted and referred for comments and recommendations of employees. The following information in question and answer form presents the general framework of the new appeals system.

Question: What is the purpose of the new appeals system?

Answer: It provides employees throughout the Federal service with certain basic rights for a management review and reconsideration of adverse decisions taken at a lower level. It also encourages settlement of disputes within the agencies as near to the level of disagreement as possible.

Question: Will the appeals system be the same in all Federal agencies?

Answer: No. Although the regulations prescribe a simple, orderly system for appeals providing equal treatment for employees, they have built-in flexibility for agencies with unique problems.

Question: Are all employees of the included agencies entitled to the new appeal rights?

Answer: No. The new system provides appeal rights to career and career-conditional employees, employees serving in overseas limited appointments, and indefinite employees not serving probation. Another group -- employees with competitive status serving in Schedule B under nontemporary appointments -- is also included.

Question: What actions may they appeal?

Answer: They may appeal discharges, suspensions for more than 30 days, furloughs without pay, and reductions in rank or compensation. These actions are identical with the actions which may be appealed under section 14 of the Veterans' Preference Act. All elements of these appeals will be handled under the new system with the exception of allegations of discrimination because of race, color, or creed, which will be processed under regulations of the President's Committee on Equal Employment Opportunity.

Question: What procedural steps are required prior to an appeal?

Answer: The first step is the agency's notice to the employee of the proposed adverse action. The employee then answers this notice, giving his reasons why the proposed action should not be taken. If the agency decides to proceed with the adverse action, it sends the employee a decision notice to that effect.

Question: What does this notice consist of?

Answer: It gives the reasons for the action, the action, and the effective date. It also must notify the employee of his right of appeal and to whom, where to file the appeal, what the time limits are, and where he can get more information.



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Flying FAA Rental Aircraft Saves Time

By James F. Popp
Airport Engineer, ADO 3

Did you every try to figure out how to crowd a two or three day field trip into a single day? Employees in Airport District Office 3, St. Paul, have found the solution remarkably simple. Just fly, yourself, under the Rental Aircraft Program. You don't need fancy jets or multi-engine aircraft either (although extra "fans" are certainly desirable for night or marginal weather flying). The practical solution is the single engine aircraft, adequately equipped with navigation and radio gear.

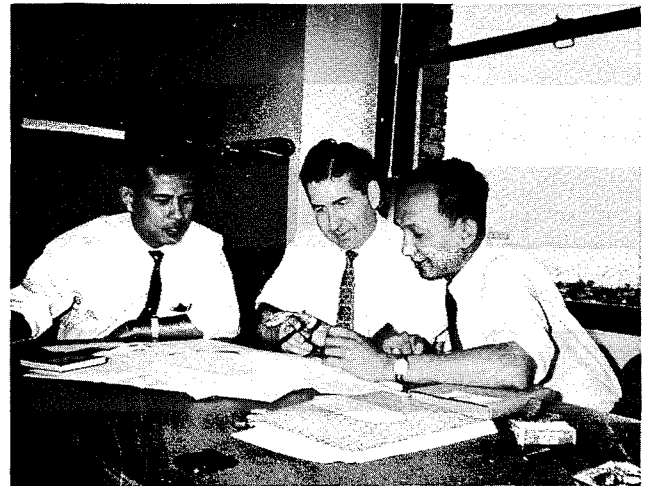
In the State of Wisconsin there are usually a dozen or more projects under construction at any given time during the construction season. These projects are scattered throughout the state from Superior in the northwest corner to Kenosha in the southeast corner and from Oconto in the northeast corner to Monroe in the southwest. The driving mileage from Superior to Kenosha is 430 miles versus 356 by air, and from Oconto to Monroe 214 miles versus 182 by air. Flying a single-engine Bonanza with an average ground speed of about 140 miles per hour, the trip from Superior to Kenosha would take only a little over two and one-half hours. The saving in time, compared with driving, is about eight and one-half hours. See how easy it is to save a day or two here and there?

About 1:10 p.m., on May 17, 1962, a Milwaukee County Airport Engineer called and advised that they had a pavement failure of a warm-up apron constructed at Timmerman Field. The pavement was in an area

under which a sanitary sewer line had been previously installed. At the time, processing project applications had high priority. It was not felt that time could be taken to inspect the situation personally. The County

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International Participants In Training Program



Two international participants from Thailand, Dr. Boonsorn Boonsukha and Mr. Charik Saligupta, are receiving on-the-job training with our Airports Division. Dr. Boonsukha is an architectural engineer and Mr. Saligupta an architect. During their 8-week training period in the Central Region, which ended June 22, they have been visiting a number of airports in Missouri, Kansas, Minnesota, Wisconsin, Illinois, Michigan and Indiana. In the picture, Mr. Saligupta (left) and Dr. Boonsukha (right) are shown working with Herman Lindsay of the Kansas City District Office.



Assistant Administrator's Secretary Retires



Hazel Moore, Secretary to the Assistant Administrator, completed her last day of duty June 15, ending a career of twenty-one years in the Federal service with one Agency. She started her Government service as a Junior Clerk-Stenographer in the Civilian Pilot Training Section, Civil Aeronautics Administration, Fifth Region, in 1941.

She played a very important role as Secretary to the top management official in the Region for sixteen years. Miss Moore was a loyal and hard working member of this organization.

As a parting gesture, her many friends presented her with a watch as a remembrance of her association with this Agency. Miss Moore noted in a thank you note that "--it will always be a reminder to me of the good people with whom I was associated so many years."

She plans to reside in Kansas City and actively participate in her church activities and volunteer work in hospitals.

All of us will miss Hazel and extend to her the best of luck and a most enjoyable retirement.

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was advised of District Office recommendations by telephone. The County asked if District Office personnel had seen the failure and were advised that they had not. For this reason, the County Airport Engineer was hesitant to make the repair without the benefit of a personal Agency inspection. It was

then agreed that if the weather was flyable, District Office Engineers would see them the first thing the following morning.

The morning of May 18 was one of those "perfect flying" days, and District Office Engineers left the airport at 6:00 a.m. When the contractor and the County Airport Engineers arrived at the airport at 8:00 a.m., they were on the scene patiently waiting. After making an inspection and giving the County Agency recommendations (the same ones, incidentally, as had been given over the phone, but the County felt better because a personal inspection had been made), the contractor started to make the repair.

At 10:30 a.m., ADO Engineers climbed back into the airplane and arrived in St. Paul at about 12:20 p.m. Before 1:00 p.m., they were back in the office, once again processing the project applications.

Approximately 600 miles had been covered in less than four hours flying time, two and one-half hours had been spent on the job site and there was one-half a work day left. It would have been a two-day trip by automobile. Again, the saving in mileage was little, but the saving in TIME was about one and one-half work days.

So if you're looking for a way to save many work days per year, just learn to fly and get into the FAA Rental Aircraft Program.



Aviation Medical

Polio Film Shown To Employees

On two successive days, May 19 and 20, 1962, a film on the use of the new Sabin oral vaccine was shown to a number of Regional Headquarters employees. The film pointed up first of all the need for immunization to eliminate this disease. The issue of protection afforded by the oral vaccine, not attainable by the injectible type, stimulated questions by a number of interested employees who had an opportunity to witness the film. With some assist from Lorraine Campbell, Staff Nurse, in introducing the film, questions posed by some of the employees were answered by Dr. Morton P. Eanet, Assistant Regional Flight Surgeon.

With the season upon us, the issue of injectible or oral vaccine ought not stand in the way of family protection. Are you and your family protected by immunization?



Lorraine Campbell, Staff Nurse, administers polio vaccine to family of George Ireland, Chief, Flight Standards Division. Sharon receives the injection as Mary, Mrs. Ireland and Debra look on.

Vacation Safety Tips

The months ahead will find numerous employees and their families enjoying themselves while on vacation and on week-end

outings. It would be well to keep in mind the following tips extracted from Dr. John Henderson's text "First Aid".

SWIMMING

Be careful when you swim. Stay out of the water if you have ear, nose or throat trouble. Water will only aggravate these conditions. Once an infection has started, the bacteria multiply in water-softened tissues, often causing an abscess.

MOTION SICKNESS

May affect any susceptible person exposed to motion in any form. This includes travel by automobile, train, ship or airplane. Most persons eventually become acclimated to rapid changes in motion, but even the most experienced may suffer.

Symptoms of motion sickness are pallor, followed by drowsiness, cold clammy perspiration and apprehension. There may be headache, dizziness, and vomiting.

The occurrence of these symptoms can be diminished by having as much fresh air as possible. Also, it helps to fix the eyes firmly on a given spot, and to eat only a light meal two or three hours before the trip. There are some motion sickness remedies on the market which may be taken in doses of one or two tablets a day.

EXPOSURE TO SUN

Exposure to excessive heat is likely to result in sunstroke (heat stroke), heat exhaustion, or heat cramps. Excessive sweating takes large amounts of salt from the body. This loss of salt is the chief cause of heat exhaustion and heat cramps.

Salt tablets are supplied by many industries to men working in very high temperatures for this very reason.

Exposure to direct rays of sun should be avoided. Both the ultra-violet and visible rays are most dangerous when falling on the head. Muscular exertion should be reduced during the hottest periods and work should be done in the cooler part of the day.

dates are determined by the date of the last day of the pay period in which salary was earned and not by pay dates.

Freedom is cheap at any price. People who have lost it know it is priceless. It would be hard to think of a greater bargain than these shares in freedom, United States Savings Bonds. All this is implied in the familiar saying: "You save more than money when you buy and hold United States Savings Bonds". And it is dramatized in the current Freedom Bond Drive, to induce every family to buy bonds regularly--and extra ones now. Savings Bonds are truly "bonds of freedom"--an investment in America's future and our own.

Questions and Answers continued from Page 3.

Question: What is the time limit for appealing?

Answer: The employee may appeal any time after he is notified that the agency has decided to proceed with the adverse action, but not later than 10 calendar days after the effective date. The time limit may be extended by the agency, but only if the employee was not notified of the time limit, if circumstances beyond his control prevented his appealing within the time limit, or for other reasons thought sufficient by the agency.

Question: To whom should the appeal be made?

Answer: The employee has the choice of making his appeal to his agency or to the Civil Service Commission. If he chooses to appeal to the Civil Service Commission, he cannot appeal to his agency. If he chooses to appeal to his agency, he can later appeal to the Civil Service Commission if he is not satisfied with the agency decision.

Question: Will the new appeals system, with its provision for review by the Civil Service Commission, apply to any adverse actions except discharges, suspensions for more than 30 days, furloughs without pay, and reductions in rank and compensation?

Answer: No. Agencies may handle such actions under procedures similar to the ones prescribed by the new appeals system, but they are not appealable to the Civil Service Commission.

SMS Chief Enters Private Business

A farewell party was held in North Platte, Nebraska, at the home of Joseph A. Heid recently to honor Gerard J. Geiry, CSMS, of Sidney, Nebraska. Mr. Geiry resigned his position to enter private business in Longmont, Colorado.

His career with the FAA has been a varied one starting with CAA as an operator at Goodland, Kansas, and later transferring to Grand Island, Nebraska.

He entered the Maintenance Branch in 1951 at Grand Island and transferred to North Platte, as a Relief Electronic Technician. He accepted the position at CSMS at Sidney, in 1958 and remained there until his resignation.

The best wishes of all his friends and co-workers go with Mr. Geiry when he takes over his new enterprise.

Length Of Service Pins Being Redesigned

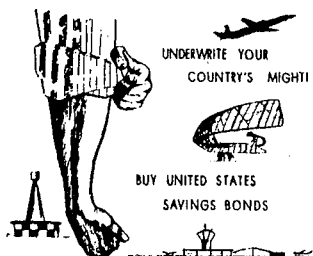
Length of Service Awards are presented annually to all employees who have completed fifteen, twenty, twenty-five, thirty or thirty-five years of service. Service is computed as of December 31 each year. Employees eligible are determined from an IBM listing furnished by the Washington office.

Length of Service Award pins are usually received in the Region and presented to employees during the months of May and June. They are being redesigned this year and will not be available for presentation at the usual time.

Pins to be presented to employees who completed the required years of service during calendar year 1961 will not be distributed until the new design is approved and pins are purchased.

this included the normal, business-as-usual, volume of air carriers and other local operations. A heavy volume of inbounds occurred during the period 0730-1030 EST, followed by heavy departures between 1530-1700 EST. The IND Center assisted materially in helping handle the heavy traffic by coordinating with IND Tower to provide maximum radar service to both IFR traffic and numerous VFR flights requesting advisory service. IND FSS was not idle either, since they recorded 390 VFR aircraft contacted, plus 2 IFR's; 41 IFR flight plans originated, 74 VFR flight plans originated; 139 inbound VFR flight plans; and 380 pilot briefs. They report that approximately three times as many pilot briefs were recorded as compared to the 1961 Race Day event, which reflects the increased useage of this service by General Aviation Pilots.

This report speaks well as a testimonial to the capabilities and the cooperative spirit of the personnel in our Indianapolis Tower, FSS, and Center in handling a big job which demands a maximum effort by all concerned --a matter of record that the Division is proud of and acknowledges with gratitude to all at IND who took part in it.



Temporary Control Tower Handles Flying Cloud Airport Program

On Sunday, June 10, a temporary Control Tower was established at Flying Cloud Airport, Minneapolis, Minnesota, to handle a widely advertised Fly-In, a breakfast, and Air Fair sponsored by the Rangers Flying



Temporary Flying Cloud Control "Tower" operating from maintenance truck during power failure. C. D. Williams with raincoat and sunglasses is at the mike.

Association in conjunction with the recent commissioning of the Flying Cloud TVOR by the FAA. Two hundred to three hundred General Aviation aircraft from airports in Minnesota and the adjacent area were anticipated to fly-in for this event; however, adverse weather conditions prevailing throughout the general area on that day, with numerous thunderstorms, rain, hail, and gusty surface winds, cut down the fly-in participants to a nominal number.

Flying Cloud "Tower" consisted of three MSP Tower personnel, including Edward J. Blazejak, Chief, plus Chester D. Williams and Oran K. Haggbloom, controllers, using portable Gonset VHF transceiver equipment operating on 118.1, 122.5 (receive), and 121.5, plus a light gun. The "Tower" was the flat bed of a truck positioned adjacent to the wind tee between Runways 27R and 27L, using a commercial power outlet from the lighted wind tee; however, a subsequent power failure caused by a fast moving thunderstorm and squall which moved across the airport required use of power from a FAA maintenance truck and later from an emergency engine generator provided by the CAP.

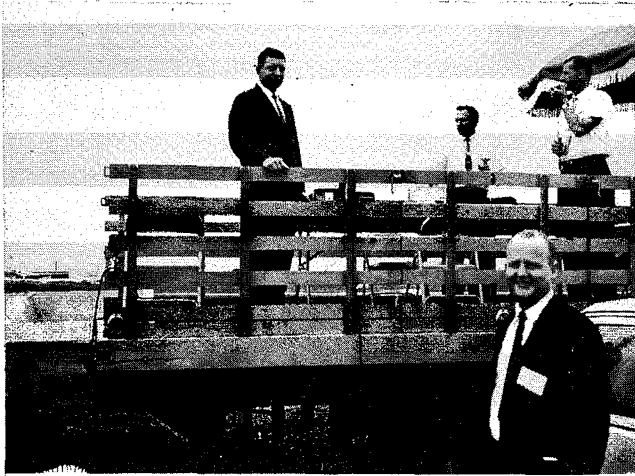
The tower opened for operation at 0600CDT and secured at 1602CDT after an eventful,

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if not busy day, from the standpoint of operations handled, as indicated from the following excerpts from their operations log:

0600: Reported for duty, secured wind "T". Power failure until 0620. 3 acft landed, including FAA DC-3 from MSP FIDO. Power restored. North Central Pilot called in, cooperated by checking all FCM TWR freq. and, facetiously, requested "no gyro GCA apchs". Traffic light until 0845.

0920: Heavy thunderstorm apchg from SW. Beach umbrella set up on truck flat bed to shield controllers and equipment from anticipated rain.



(l to r) Ed Blazejak, Oran Haggblom, Ed Williams (on truck) and Don Updike, foreground.

0940: Lgt rain, thunder and lightning overhead.

0945: Mdt rain.

0950: Deluge of rain, wind estimated 25-30, velocity incrg, est. 35-40 Unable to lower inverted umbrella.

1005: Wind est. 40-50 mph. Goodby umbrella. Downpour continues, 1/4 inch hail. Wind overturns table, Gonset falls to floor, also light gun. Tower abandoned. Refuge taken in Govt. (maintenance) vehicle.

1012: Storm abates and hail stops. Tower reactivated. Lgt rain. Checked light gun, O.K. 1 Gonset unserviceable.

1015: Complete power failure. 118.1 available from Govt. vehicle. Operations conducted from tailgate of station wagon. Another umbrella set up, Tower operators all wet.

1210: Emergency mobile generator set up by Civil Air Patrol.

1318: Commercial power restored. Rain ceased, umbrella lowered.

1405: Lgt rain began, umbrella raised.

1535: Rain ceased, umbrella lowered.

1602: Tower deactivated 1602CDT.

Tower "Chief" Ed Blazejak reports that maintenance men, Lee Walswick and Robert A. Brown, ably provided the necessary maintenance support for their operation and the tower operations log shows that they had their share of problems.

The MSP maintenance crew, under leadership of Don Updike, Chief, SMDO, had developed an outstanding static display, including a mockup of an ILS, ARSR, VOR, and other facilities which received a great deal of attention from people taking part in the "open house" tour of the FCM TVOR facility, which together with a look-see into the FICO's DC-3, and a showing of the FAA-sponsored film "Flight", presented an interesting program in furthering FAA public relations.



(l to r) Howard Kreger, Chief SMS; J. L. Nelson, SEMT, and C.B. Broman, SEMT, put last minute touches to displays.

Continued on next page.



ARSR and VOR exhibits prompted many questions from open house visitors.

Lady Luck Smiles On Traverse City FSS Man

What do you think of a fellow who wins a trip to Florida in a local contest, then turns it down?

Russell V. Bell, TVC FSS, did just that on May 9, when he was a lucky winner in a drawing sponsored by merchants at a local shopping center. Deciding (voluntarily!) that the tight manpower situation at TVC FSS would not permit a vacation at this time, he chose to take the money, instead, which came to over \$400. This happens to be the amount needed to pay off his furnace, with something left over to go toward replacing his car.

Both Russ and his wife, Opal, had signed tickets for the drawing and placed them in the contest boxes at various stores: 2 for him, 25 for her.



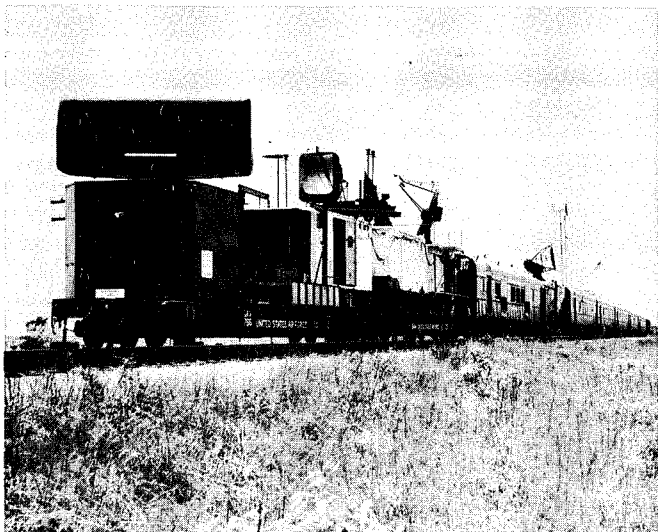
STL Center Personnel Visit "Oil Burner" RBS Express Site

Ollie Hasek, Center Chief, accompanied by Harry D. Salyer, Operations Officer, John D. Lawrence, Planning and Procedures Officer, and Herman H. Puttkammer, Military Coordinator, recently visited the SAC RBS Express train site on the "Steel Man" "Oil Burner" route while it was in operation on a railroad siding at Diggins, Missouri, thirty miles SE of SGF. Major Tom Coumbs, Train Commander, met the group at SGF airport and conducted them through the train-mounted facility. Actual bomb scoring runs on the "Oil Burner" target site were in progress by SAC bomber crews. The visitors were able to watch each operator in the RBS unit and received a step-by-step explanation of the operation by Maj. Coumbs and the operators. The accuracy of the scoring of the simulated bomb drop on the designated target was most impressive. The round trip STL-SGF-STL was made in Cessna-172 5156D, with Capt. Hasek, Co-Pilots Salyer and Puttkammer, alternating as Navigator, with Lawrence serving as photographer and "ballast". (Note: With Lawrence as Fourth crew member, how did you ever carry enough gas without exceeding the 172's performance criteria?)



Coordinator Herman H. Puttkammer, Major Tom Coumbs, Operations Officer Harry D. Salyer, and St. Louis Center Chief, Oliver M. Hasek examining Radar unit on flat car.

Continued on next page.



Front view of the eleven car RBS express train. Notice search radar on front car and tracking radar antennae on units farther to rear. The train is self-contained so far as operation is concerned. Future plans call for the addition of seven more cars for quartering and feeding the troops.

ATCS's Win Award For Flight Assist

Certificates of merit were presented to Ronald W. Jablonski and Richard D. White recently for their actions in locating and bringing down a private plane lost in a snow-storm December 22. Jablonski and White are controllers at the Kansas City Tower.



John J. Dixon (center) presents award to Richard D. White (left) and Ronald W. Jablonski.

The national awards, presented by John J. Dixon, Chief, Terminal Section, were made by the Air Traffic Control Association (ATCA). Only four of the awards had been made nationally prior to these. The citations to Jablonski and White read:

"For outstanding professional performance in rendering emergency assistance to a VFR (visual flight routes) pilot, trapped in hazardous icing and weather conditions at Kansas City.

For demonstrating the highest degree of skill and knowledge in instructing the pilot to climb to a higher altitude in order to establish radar contact and decrease the icing condition.

For successful radar vectoring of an inexperienced pilot and applications of the no-gyro procedure when the pilot was unsuccessful in turning to the desired headings.

For outstanding teamwork, reflecting great credit to the facility, the FAA, and the Air Traffic Control profession."

Norman H. Ellis, a controller at the Kansas City Center, received a similar award in February, 1962. Ellis received his award for emergency assistance to two F-84's which required emergency landing assistance at McConnell AFB, Wichita, Ks.

Old Timer Retires At STL FSS

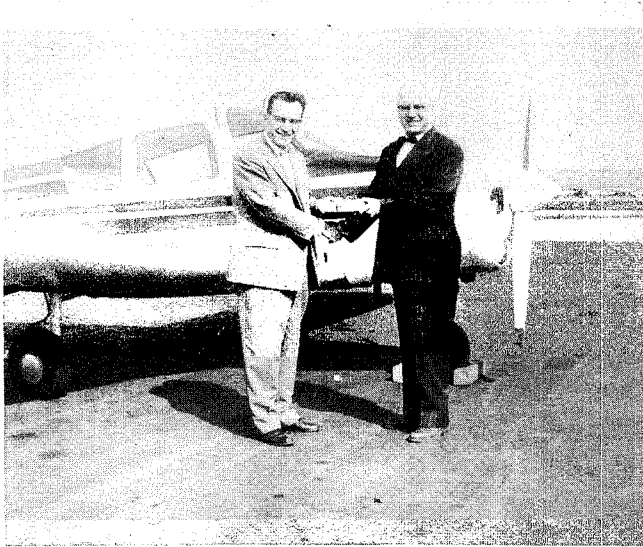
Hubert D. Broyles, GS-9, Flight Service Specialist, retired after thirty-one years service on May 25, 1962. Broyles entered on duty in 1932 with the U. S. Lighthouse Service at Bradford, Illinois, as an Assistant Airway Keeper. Through subsequent promotions and assignments he served at Columbia, Mo.; Pembina, N. D.; and Chicago, Ill., where he became a Watch Supervisor in 1938. The St. Louis FSS became his final home station until his retirement.

He is a member of the Ham Club. His Amateur Radio Call is KØLQH, 10 through 80 meters, and he welcomes calls from FAA "hams".

Continued on next page.

On his termination of service, Mr. Broyles' co-workers at STL presented him with a gift as an expression of their gratitude for having been associated with a truly dedicated Flight Service Specialist of many years experience.

The picture shows Hubert Broyles on the right, with Frank Reistad making the gift presentation beside a PA-24 Comanche parked on the ramp adjacent to the FSS in the old Terminal Building at STL.



Students Tour Airport

The annual conducted tours of the Chanute Municipal Airport which climaxes a period of study concerning meteorology and aviation activities of the Chanute Public Schools has been completed.

This program is a part of the Sixth grade curriculum in which approximately 200 Sixth Graders participate. The program is a joint one developed by school administrators, airport management and Flight Service Station personnel.

The program consists of a conducted tour of the FSS, airplane rides over the city of Chanute, and a guided tour through airport hangars and overhaul shop facilities. Anyone who prefers to delete the airplane

ride may do so; however, approximately 95 per cent of the students take the ride.

This year, several other schools in the Chanute trade area also participated in the program.

Visits

Places visited by the writer since the June issue was published include: ORD TWR; MDW TWR; FCM (temporary) TWR; STL Center, FSS. Also, the MKC Center in their new building at Olathe.

June 18-22, I expect to see all of our Central Region Air Traffic Facility Chiefs at the St. Louis conference. The conference will be covered in the next issue of Flight Lines, although someone else will probably have to write it since I expect to be on annual leave during the first two weeks of July.

Also, in the next issue, we expect to report on our temporary control tower operations at Scottsbluff, Nebraska, on July 7-8, in connection with the All Women's Transcontinental Air Race (AWTAR, commonly referred to as the "Powder Puff Derby"), since BFF is scheduled as a "must stop" airport on the race route between the West Coast and the East Coast and considerable activity is expected to be generated by this event, in addition to the aircraft participating in the AWTAR. Likewise, we will again operate a temporary control tower at Mason City, Iowa, this year on July 15, for the annual Northern Iowa Aviation Day program which is expected to draw over 125,000 spectators and a lot of fly-in visitors.

GW Kinske

BUY U. S. SAVINGS BONDS

SAFETY BELTS



"YOU HAVEN'T WINGS YET!"

- 1 WEAR YOUR SAFETY BELT.**
- 2 KEEP IT IN GOOD REPAIR.**
- 3 MAKE SURE IT IS STRONG ENOUGH TO HOLD ANY WEIGHT PLACED ON IT.**