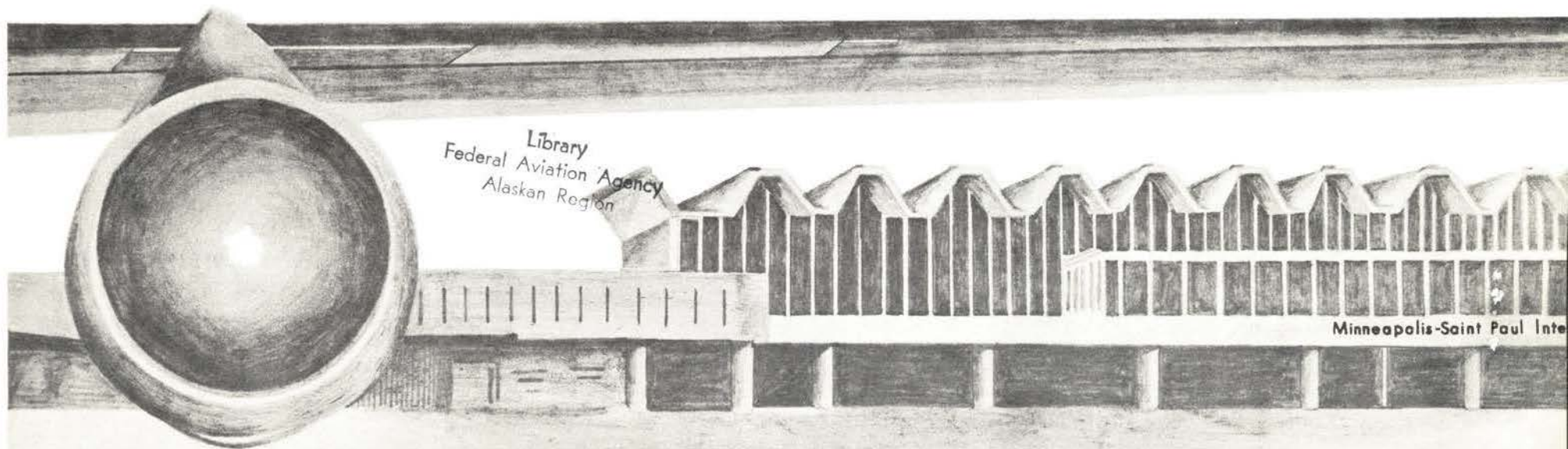


FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION



March 1962



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

FELLOW EMPLOYEES OF THE CENTRAL REGION

After less than a month in the Region, part of which time was spent in Washington, I am still very much a newcomer to the people, the good things, the problems and the future activities of this large and busy area. To come to know some of you well and many even slightly will take time, but I look forward to the privilege.

In recent years our Agency has mushroomed, while being organized, reorganized and analyzed, segment by segment. We are, I hope, entering upon a period of greater stability in which we can devote more attention to doing a better and more efficient job for the taxpayer and the growing industry we serve. To do this, largely within present resources, will tax our technical and management abilities at every level, but I am confident of your support and pride in this effort. With your help, FAA and the Central Region can set an enviable example of an efficient, responsive and respected Agency of our Government.

I am glad to be one of you and hope, with time, to earn and deserve your confidence.

Sincerely,

A handwritten signature in dark ink, which appears to read "J. M. Beardslee". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

J. M. Beardslee

Minneapolis-St. Paul Has New Terminal

By Edgar P. Vie
Airport Engineer, ADO 3

The new passenger terminal building at the Minneapolis-St. Paul International Airport (Wold-Chamberlain Field) opened for business this past month, ushering the Twin Cities fully into the jet age. The futuristic \$8,500,000 terminal became operational on January 21.

Formal dedication ceremonies on January 12 and 13 preceded the opening of the new terminal building which is one part of an improvement program for the airport that may run over 50 million dollars. Dedication ceremonies began with an informal reception held on the main floor of the new building. Flag raising and cornerstone ceremonies were held on January 13. The formal dedication followed on the terminal's main floor, with Governor Elmer Andersen the principal speaker. Also in attendance were representatives of the Federal Aviation Agency, Central Region.

Driving past Northwest Airlines' extensive new headquarters and overhaul base, visitors will see the striking, gleaming-white passenger terminal dominating the end of the access road.

Characteristic mark of the new building is its concrete shell roof, modeled into a waved pattern. The corrugated roof gives the building a sleek appearance, conveying an impression of speed. The structure seems to be rippling through the air at near the speed of sound, as do the giant jet airliners that began serving the Twin Cities just last year.

Visitors will drive up to the facility's ticketing area on a two-lane, one-way elevated approach, reaching the second of four levels. The second level is designated as the main floor. Parking space is available at the main level, as well as at the ground floor and basement levels.

On the main level are 128,361 square feet of ticketing, lounge and concession area, designed in a metallic white, softened with lines of dark gray. The decor is brightened by occasional bright red brick facades. The entire terminal structure is one of sharp, clean, crisp lines. Businesslike, functional concrete and tough steel beams support vast spans of glass.

On the main floor are 367 linear feet of ticket counters, seating for 1,200 persons and a variety of concessions, including the \$550,000 dining room.



Formal dedication ceremonies (Photo courtesy Minneapolis Tribune)

The fourth-level mezzanine area contains offices and waiting space, all suspended beneath the wave-form concrete ceiling and overlooking the main floor.

The two concourses to aircraft boarding areas are designated by color rather than by direction. Designers thought it might be easier for passengers to find their planes by following colored signs rather than by having to remember direction in a building sitting some 30-degrees off the nearest cardinal compass direction.

Sloping passageways leading to the two concourses appear hospital clean in their newness, with bright white walls and ceilings. Monotony of solid wall is effectively relieved by narrow windows every 15 feet. The window area was limited in the passageways to discourage people from congregating to sightsee and impede traffic.

The concourse leading to the airplanes consist of 640 feet of unbroken, tunnel-like piers. Above, on the second level of each pier, are observation decks from where visitors can watch planes load and unload. One gains access to the observation areas by placing a dime in a turnstile.

Deplaning passengers pick up baggage on the ground floor and leave the terminal without having to fight the crowd rushing to outgoing flights. The vertical, layered operation of arriving and departing traffic makes maximum use of space, lending marked efficiency to the operation.



FAA and State officials participate in laying cornerstone. (l to r) William C. Knoepfle, Chief Airports Branch; Mirl Solburg, Chief Engineer and Deputy Commissioner, Minnesota Depart of Aeronautics; Henry L. Newman, Acting Assistant Administrator; Arthur W. Carlson, Airport Engineer, ADO 3; Clyde Pace, Chief Aviation Facilities Division; Earl Olson, Manager, Williamson-Johnson Airport, Duluth.



Aerial view of the terminal complex (Photo courtesy Msp Tribune)

A big planning feature of the terminal, its designers say, is the capability of expansion. The building's floor area can be doubled, though its present size enables it to handle four million airline passengers a year.

The Metropolitan Airports Commission has projected traffic of 3,230,000 passengers in 1970. In 1960, Wold-Chamberlain airline passengers numbered 1,829,860.

The Commission has at the Minneapolis-St. Paul International Airport (Wold-Chamberlain Field) one of the most modern airports in the world. With its two major, jet-length runways and gleaming expanses of apron, high-speed turnoffs and taxiways, new modern access road, parking areas for a multitude of cars, and the new terminal building, the Minneapolis-St. Paul area can be extremely proud of their airport facility. Of course, all of this did not happen overnight and without considerable planning and hard work by members of the Metropolitan Airports Commission, Minnesota Aeronautics Department and District Airport Engineer staffs. This beautiful new terminal and other facilities were developed with local, state and federal funds. Approximately \$7,252,170 has been made available, under the Federal-Aid to Airport Program, to the Metropolitan Airports Commission by the Federal Government as its share in these recent developments. Preliminary planning for the terminal building started in 1956. It is anticipated that all work included under the current grants will be completed by June, 1962.

Flight Standards

Located thirty miles west of downtown Chicago on Route 64 at Du Page County airport, West Chicago, Illinois, is the watchdog of general aviation for the metropolitan Chicago area -- General Aviation District Office 3 (GADO-3).



(l to r) G. W. Wagner, David R. Nelson, John W. Hunt

Heading the office is Supervising Inspector G. W. (Bill) WAGNER. Wagner has been with CAA/FAA since 1942 and has served in various capacities in the Government services with assignments in Cleveland, Ohio; Louisville, Kentucky; the former Chicago Regional Office; and Springfield, Illinois. He started his flying career in 1935, serving as Chief Pilot at Lewis College, Joliet, Illinois. At that time he was the youngest designated CAA Flight Examiner in the country. Assisting Bill as principal operations Inspectors are DAVID R. NELSON and JOHN W. HUNT.

Nelson, a graduate of the Army Flying School at Kelly Field grew up with the old Fokker and Ford Tri-motors. Nelson has 28 years of Federal service which has included assignments in Washington, D.C. and Minneapolis, Minnesota.

Hunt's career in the Federal service started in 1940 as a Flight Supervisor in the Civilian Pilot Training Program. He has logged time in a range of aircraft from the OX-5 through the DC-4.

MARSHALL BALFE and ARTHUR A. KURTH complete the Operations section.



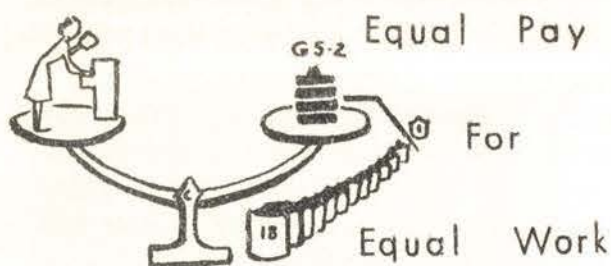
Balfe, a native New Yorker, became affiliated with the FAA in 1960. He received his Private Pilot Certificate in 1941 under the Civilian Pilot Training (CPT) program. Kurth was employed by the FAA in 1960. His training and flying experience includes CPT/War Training Service (WTS) and U.S. Army Air Force.

Assisting Wagner as principal maintenance inspectors are JOHN CLARK and JACK E. MATHISEN. Clark first became associated with the CAA in 1940 in Washington, D. C. His succeeding assignments have included Spokane, Washington; Helena, Montana; Boise, Idaho; Portland, Oregon; Minneapolis, Minnesota; Cincinnati, Ohio; Louisville, Kentucky; and South Bend, Indiana.



Mathisen was employed by the CAA in 1958 at Des Moines, Iowa. His background includes experience as an Aircraft and Powerplant (A & P) Mechanic and Designated Aircraft Maintenance Inspector (DAMI).

(Continued on page 10)



One area which generates a great deal of interest is Salary or Pay. Most employees are genuinely concerned about why checks are written for a specified amount each pay period.

A question frequently asked and the answer more frequently misunderstood is: "How does the Agency compute my worth in terms of dollars and cents?" This is a complex question which, if oversimplified, leads to distrust of the entire system. This is the first in a series of articles by F. E. Whitfield, Chief, Classification Branch, explaining position classification and pay.

Position Descriptions

The first step in position classification is preparation of a position description. Position descriptions are the device by which management indicates a need for assistance in performing a given function. The position description is the official document which supports the creation or continuation of each job. It is also the document which supports pay determinations, manpower requirements and qualification determinations. For these reasons, everyone should be fully aware of the content and correctness of their position descriptions.

Position descriptions should be written in plain language and, contrary to popular opinion, use of stilted words and phrases adds nothing to the position, but does make it more difficult to classify properly. Generally speaking, a position description is adequate if it covers the following points:

1. What significant duties are performed on a recurring basis?

2. What responsibilities are vested in the position and to what degree?
3. What supervisory control is exercised over the position and to what extent?
4. What qualifications are required to perform the work that are not evidenced by the statement of duties and responsibilities?

The Civil Service Commission conducts scheduled inspections and attempts to determine the exact nature of positions reviewed. Their findings sometimes require correction of actions (upgrading or downgrading) simply because the position is improperly described. Incumbents should determine that their descriptions clearly show significant duties, responsibilities, and supervisory relationships. Terms used should be understandable to persons having a general familiarity with the activities, methods, procedures, techniques and terminology of the occupation concerned.

Keeping a description current is the responsibility of the employee and his supervisor. An annual position review is required by law and the accuracy of each position must be certified during this review. A position description may be revised at any time; however, it is necessary only when significant changes have occurred. Minor or incidental duties need not be entered on the description, because in most cases these do not affect the grade level or series.

Signatures on the position description have the affect of certifying the document and almost amount to a legal contract of responsibilities assigned to the incumbent. The incumbent's signature certifies that the duties listed are being performed and are essential to performance of work assigned the organizational unit. The next level supervisor certifies that the job is necessary and is intended to operate as described.

The overall objective is to write position descriptions that are clear, concise and sufficiently documented to permit accurate classification action.

State Aviation Directors Converge on Kansas City

Response from States in the Central Region to the Assistant Administrator's invitation for a two-day conference in Kansas City on January 31 and February 1 was most refreshing. Exchange of ideas, information on new programs, regulations and policy flowed freely between FAA Central Region officials and the State Aviation Directors from all Central Region States except Kansas. The first day was spent in bringing up-to-date information to the group from the Emergency Readiness Staff and the Air Traffic, Flight Standards, Medical, Legal, and Aviation Facilities Division. New enforcement procedures, interpretation of Planning Standards and other subjects were treated as panel discussions, with brief presentations by the panelists and with ample opportunity for open discussion and questions on each subject. Participation was good and clarification was gained in many areas of our work.



Assistant Administrator opens Conference

At the luncheon recesses and evening dinner, the discussions continued on a less formal basis.

Mr. JAY RAMSEY's (Michigan) presentation of the "Fact Finder" Survey that is to be conducted on the 135 public airports in his State this summer from July 28 to August 3 proved to be most interesting. This thorough "look-see" at an airport's activity and the collection of data as outlined appeared to have much merit. The Michigan project will be watched with great interest by not only FAA but the other States as well.

The State Directors were thoroughly briefed on our designated Medical Examiner Program and Medical Seminars and expressed considerable interest. They requested the services of Flight Standard Representatives in helping them in their education programs directed to State and Municipal Law Enforcement Agencies regarding their responsibilities and duties in event of aircraft accidents.



Participating in the Conference: First row (l to r) H. L. Newman, Deputy Assistant Administrator; R. L. Cunningham, Director (Indiana); F. W. Berlin, Director (Iowa); J. H. Freis, Director, (Missouri); J. M. Beardslee, Assistant Administrator. (2nd row) L. V. Hanson, Director (South Dakota); J. E. Wenzel, Director (Illinois); H. G. Vavra, Director (North Dakota); M. C. Solberg (Minnesota); J. D. Ramsey, Director (Michigan); F. E. Wolff (Wisconsin); J. R. Sandstedt, Director (Nebraska)

On the second day of the meeting, the FAAP prompted a lively discussion with the State Directors. Recent announcement of the 1962 Federal Aid to Airports Program was the basis for numerous questions from the State Directors to members of the Airports Division who formed a panel for discussion of the Airport program during the morning session on February 1. The word on the 1963 FAAP arrived in Kansas City from Washington giving disappointed candidates in the 1962 Program until March 16, 1962, to form new project requests for airport development and furnish them to the Airport District Offices. The State Directors asked whether the same rules for project approval would prevail and learned that new rules would be applied on construction of safety features but that future financing would be recognized and the need for immediate money would not be the same as on the 1962 FAAP.

(continued on page 10)

Ends One Career, Begins Another



MARGUERITE GREENE, Aviation Clerk (Stenography), ACDO 31, Chicago, completed her last day of duty recently ending a career in the Federal service which extended over a period of 32 years. She was the first woman to be appointed to the CAA in Chicago at Chicago Midway Airport. In her long association with the Federal Aviation Agency, she held a variety of responsible positions including Administrative Assistant and Executive Secretary to the former Regional Administrator in Chicago.

Marguerite obtained her first Student Pilot's License in 1932 and always took an active part in aviation activities in the Chicago area. Having an extensive knowledge of aviation and current information and statistics for the use of those concerned with aviation, she spoke before various groups -- women's clubs, aviation clubs, high school groups. She took an active part in the initial introduction of aviation courses in the Chicago schools.

Retirement from the FAA gave Marguerite the opportunity to begin a new career. She is now a licensed realstate broker in the State of Illinois and has recently formed her own company. All who knew Marguerite extend their best wishes for success.

Central Region Host To Management Institute

The Central, Southwest and Southern Regions as well as the Aeronautical Center were represented by 30 employees at a FAA Management Institute held in Wichita, Kansas, January 21 through February 2. The Institute was the second in a series held by the Management Training Branch of the Personnel Programs Division.

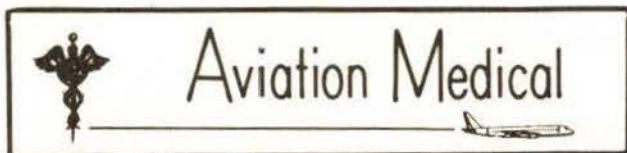
The Institutes are held primarily to discuss problems in the field of management with emphasis on practical solutions. The development of methods, techniques, skills and practices which can be utilized in management of men, money, materiel and time is the major goal of the Institute.

Speakers included experts from industry and educational institutions as well as Agency employees.



HAM Network on Regular Basis

In spite of the fact that reception conditions have been the worst in years, the FAA amateur network has been meeting regularly for the last month. It is hoped that conditions will improve so that the lower powered stations can participate more fully. Participants should call in on Thursday nights at 0100Z (7:00 p. m. CST) on 3977 kcs. Plans are underway to form a local net in the Chicago area on a different frequency. There has been some agitation for a similar local net in the Kansas City area.



AME's Convene

The third Central Region Aviation Medical Seminar was attended by 78 Aviation Medical Examiners at the University of Kansas Medical Center. The three-day conference highlighting authoritative speakers on topics involving aviation medicine was met with expressions of interest from AME's in attendance.

The faculty of the Medical School contributed greatly towards making this seminar informative and thought provoking from the standpoint of safety in the air. Guest speakers included Dr. Lawrence E. Lamb, Professor of Internal Medicine, Brooks Air Force Base, Texas, who spoke on Aerospace Flight and Cardiovascular Problems in the Flyer, and Lt. Col. D. E. Flinn M.D., Chief, Psychiatry Branch, Brooks Air Force Base, Texas, who spoke on Psychiatric Selection of Flying Personnel.

Dr. Chas. W. McMillin, FAA Central Region Flight Surgeon was instrumental in planning the entire program and attending to the many details required to wrap-up this important phase of Agency Medical Service activity.

Aviation Medical Seminars, which are sponsored by the Aviation Medical Service of the Federal Aviation Agency, serve as a means of guidance and instruction to Aviation Medical Examiners and as a media of

presenting advances in the field of Aviation Medicine.

The conduct of seminars is provided for by FAA regulations requiring that all individuals participating in airman activities be examined and certified as physically fit by physicians designated by the Agency. Special emphasis is given to topics which point up the responsibilities of the Aviation Medical Examiner in promoting safety through assurance that the health standards as prescribed in existing Agency Guides are maintained.

Generally, seminars are conducted at Universities associated with a School of Medicine. Here, convenient facilities are available for assembly of the examiners and the school faculty assists greatly with its presentations of films and outstanding topics pertinent to the field of Aviation Medicine. Panels conducted by the Regional Flight Surgeons with assistance from the Civil Air Surgeon Staff, normally are part of the agenda at the seminars, which serve to further aid in the development of a designated physician to serve in the role of Aviation Medical Examiner.

Agency Order 77, recently issued, prescribes Agency policy with respect to the conduct of the Employee Health Program. The intent of the program, authorized under P.L. 658, 79th Congress, is to provide limited first aid and emergency treatment of on-the-job illness and injuries to employees by the Aviation Medical Service.



HOMER WORMDAHL, WILLIAM GOULDING and GEORGE BRICE complete the roster of maintenance inspectors. Wormdahl came to FAA in 1961 from the west coast. His experience includes employment with several air carriers. Before coming with the FAA, Goulding operated an approved repair station in Adrian, Michigan, for 17 years. A tour with the American Volunteer Group in China during World War II and experience with several air lines sums up the experience of Brice.



(l to r) Homer Wormdahl, William Goulding, John Clark, Jack Mathisen, (seated) George Brice,

The required clerical and stenographic support in the Office is performed by SHIRLEY SHAWVER, JOAN REGELBRUGGE, ANNE PARIS, VICTORIA KOLBERG and ELSIE FOTRE. Joan, who has her Private Pilot Certificate, came to the FAA from the Navy Department in 1955. Shirley will soon have three years in the office. Anne will complete her second year as a member of the group in May. Victoria, the youngest member, graduated from high school in 1960. She has been employed in the office for approximately six months. Elsie, not shown in the group picture because of illness, will complete her first year in the office April 24.



(seated l to r) Shirley Shawver, Joan Regelbrugge, Anne Paris. (standing) Victoria Kolberg. Not shown - Elsie Fotre.

While all questions on individual projects could not be taken up during the day devoted to the Airport Program, the major policies were discussed and several questions were written out and turned in for correspondence answers after the meeting. The audit aspect of the FAAP was covered in some detail with an obvious improvement in understanding of requirements in this area.

Quick hotel check-outs got some on their way home, and others made appointments for visits to the Regional Office on Friday. The close of the meeting brought expressions of appreciation from several States on the method of conduct of the meeting. They liked the quick short program presentations with the question and answer periods plentifully sprinkled through the two-day session.

Greater participation by the States is predicted for next year, with specific presentations to be given by them showing the State programs in some detail. Tentative time scheduling for the next meeting is November, with specific dates to be established later. A preference for a fall meeting was expressed because of State legislatures' normal meeting times after the New Year.

Frequent weather checking for those who flew in to the meeting disclosed marginal weather developing from midafternoon on, and the Indiana and Illinois contingents had to leave before the 4:30 p.m. closing hour of the meeting.

During the afternoon of the second day, the Airports Division ran several panel discussions on procedures of airport financing, master plan development for airports, disposal and acquisition of surplus property, total Federal financing of new towers, and fielded a few hot questions on the seeming increase in government "red tape" that is required on the program today.



Radiation

Everyone should learn something about the radiation effects of nuclear weapons. Aside from the blast and thermal effects, radiation is your No. 1 danger!

Four distinct types of radiation emanate from a nuclear explosion: (1) neutrons, (2) alpha particles, (3) Beta particles, and (4) gamma rays.

Radiation starts at the moment the bomb explodes as a result of the fission process of the explosion.

The initial radiation includes that which takes place within the first minute or so. These radiations are of very great intensity but will be limited for all practical purposes to the immediate area around ground zero--probably not beyond the inner complete damage ring. Thus, altho this initial radiation is lethal, persons in this area are also subject to the blast and thermal, and fireball (if a ground burst) which might be the cause of death rather than radiation in this area. Incidentally, the neutrons themselves are not radioactive but they induce radioactivity when they bombard other elements. Their range is about 800 yards.

The residual radiation is that which will come from the contaminated fallout material which eventually falls to the earth where it continues to radiate at a decreasing rate of roentgens per hour. In this type, alpha and/or Beta particles, and/or gamma rays are radiated. The alpha particles are primarily dangerous if inhaled or swallowed, the Beta particles will cause some skin burns but will not penetrate beyond the outer layer of skin, and gamma rays, the most dangerous of all radiation threats, are of high powered energy which can penetrate like x-rays. Any of these three or all of them may be present in fallout. Thus, a

shield to protect against gamma rays and properly filtered air to keep out alpha particles protects from radiation.

Mankind has been bombarded with radiation since the beginning of time from such sources as outer space which is responsible for cosmic rays, and the radiations coming from naturally radioactive elements such as radium. It has always been in such extremely small quantities that no one ever considered it dangerous. But the amounts of radiation which one could be exposed to from the fallout of a nuclear bomb could be lethal. That is why protection is needed.

The radioactive materials in fallout will decay, or reduce their intensity of radiation, as time goes on. Thus, a certain reading at the peak of radiation intensity will indicate that this intensity will decrease hour by hour. A good rule to remember is the so-called 7-10 rule. It says that a seven-fold increase in time will produce a ten-fold decrease in rate of radiations. Thus, to figure the decay rate of radiation roughly, in the first 7 hours after an explosion the rate is reduced by a factor of ten. In 49 hours by 100.

Example: reading first hour after explosion is 2500R, 7 hours later will be approximately 250R or 2 days (49 Hours) later - 25R.



In spite of difficulties encountered while "moving", business went on as usual in the Engineering and Manufacturing Branch. Bill Numbers, Chief Aircraft Modification Section, is on a long distance call while his secretary, Marsha Neely, provides helpful information.



Employees shown above recently completed the Effective Writing Course. (Back row l to r) John H. Polkey, Jr., Hugo Boyle, Jim Hendon, Joe Heathcot, M. J. Strahm, Donald Beswick, Ramon D. Belshe, Harold D. Rule, R. P. Klemme, J. V. Gillespie, Cy Femrite. (seated l to r) Red Laning, Helene Metsger, Dotty Whitney, Patricia Rogers, Hulda Dahl, Dorothy Dahms, Ed Dodd. (Not shown) Paul Clark.

Inspectors Become Investigators

The life of a General Aviation Maintenance Inspector is not all routine airworthiness checks and paperwork. Take the case of Inspectors T. W. McCrackin and DELBERT J. CLARK of the Indianapolis General Aviation District Office.

McCrackin and Clark noted that a junk and used parts dealer in their District was advertising aircraft for sale at prices substantially below the market price. Buyers were appearing from all parts of the country. Sales were always cash and no returns.

To McCrackin and Clark this looked a little too good to be true. So the Inspectors turned investigators. After several months of patient checking, including a lot of footwork, a horde of questions, a pile of paperwork, being ordered off the property and observing from airplanes, here is what they discovered. (1) The junk dealer was buying up damaged aircraft, always paying cash and taking a blank bill of sale. (2) The damaged airplanes were repaired in his private hangar using uncertificated mechanics and unapproved parts. (3) No logbook entries were made of repairs so that the prospective purchaser was unaware that the aircraft had been damaged. (4) No dummy about the rules, the junk dealer was always careful to select a plane, repair and sell it within its periodic inspection time. The buyers name was always

filled in on the blank bill of sale so that the dealer never showed up in the transaction.

With real ingenuity, McCrackin and Clark, when ordered off the property, flew over the dealer's private air strip to get the number of the repaired aircraft. With these, they traced the original owners for statements of the sale of the damaged aircraft, located the new owners and obtained permission to inspect the aircraft for discrepancies and unairworthy items.

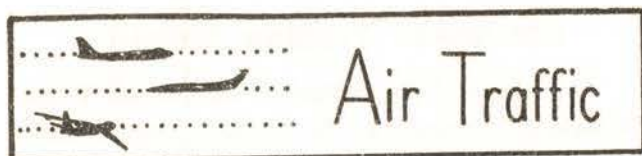
In true investigator fashion, McCrackin and Clark put the pieces together bit by bit until they had the picture. Result: Flying is a little bit safer and one junk dealer is out of the aircraft sales business.

Civil Service Inspection

The periodic Agency inspection conducted by the U. S. Civil Service Commission began February 26. A team of Personnel Management Specialists headed by James Hart, Area Manager, Ninth U. S. Civil Service Region, are conducting the inspection. Plans call for members of the team to visit field facilities in the Greater Kansas City area, and to continue working in the Regional Office until approximately March 16.

The Commission is interested in determining the nature and scope of the personnel management programs in the Central Region. They are sampling personnel actions, auditing the classification of a select number of positions, evaluating all personnel program areas, and looking at manpower utilization as an essential component of the personnel management responsibility in Government.

Employees who may want to discuss any matter concerning personnel operations with the Commission may see them. Arrangements should be made thru the office of Employee Relations, CE-13, Extension 419. The Commission has asked that no interviews be scheduled after March 7, 1962.



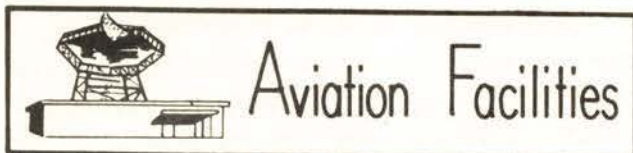
A study that was being made of the SAGE Direction Centers at Great Falls, Minot, and Grand Forks by a group from the Washington Office, Central and Western Regions, and USAF/ADC representatives to determine the feasibility of utilizing SAGE radar capabilities in this area for air traffic control purposes was discussed in a previous issue. This study has been completed, insofar as the Regions involved are concerned and recommendations have been forwarded to Washington where the details of the project will be completed prior to any implementation actions.

There are still additional studies in process which involve Air Traffic Service functions and operations. During the period January 30-February 9, representatives from the University of Michigan (Operations Research Department, Institute of Science and Technology) operating under a contract issued by the FAA Aviation Research and Development Service, conducted a time study of FSS work functions at selected Central Region Flight Service Stations. The stations were selected to provide a cross-section of facilities with various activity levels and workload. Although specific details on this project have not been received, the time studies conducted by the research group apparently were to determine the various types of work and activities at an FSS and how much time is required to perform each of the specific functions. Central Region stations visited by the study group were: TVC, GRB, CID, JOT, STL, CBI, VLA, and LAF. Two Washington Office representatives accompanied the University of Michigan research personnel on a part of the FSS itinerary.

Still another study is underway at this time to review and analyze the staffing requirements and manpower utilization in ARTC Centers. A group composed of representatives from the Washington Office, Regional Offices, and an ARTC Center will conduct this survey during the next 90 to 120 days. Mr. JACK WUBBOLDING, Indianapolis Center Chief, was selected as the ARTC Member of this team and ART ERICKSON, of the Air Traffic Division, SW Region (FTW), is the Regional Office member. In addition, there are four members from the Office of Management Services, including Mr. JOE REED, who is also the Team Leader, plus one member each from Research and Development, Personnel and Training, and Budget. The team will be at the Atlantic Center from February 15 to March 15. Visits to other selected Centers will follow, with a target date of May 15 for completion of the survey project. It is understood that, following the ARTC Center survey project, similar surveys will be made of terminal area (Tower, CS/T, RAPCON) and FSS facilities with additional Regional and field facility representatives participating.

Following close on the heels of the Washington announcement on January 25 that the Detroit and St. Louis ARTC Centers will be discontinued in 1964 and a realignment of Center control area boundaries will take place through the reassignment of control areas affected by this consolidation program, the Center Chiefs and Air Traffic Area Supervisors of the Central Region attended a meeting at the Regional Office February 12-14 to discuss proposals for establishing the revised control area boundaries. Originally, it was planned that a team from the Washington Office, with representatives from the Eastern and Southwestern Regions, would meet with the Central Region Air Traffic Division beginning

(continued on page 17)



EIT Injured

STANLEY STASIAK, an Electronic Installation Technician in the Installation Unit was seriously injured on January 30 while installing a Beacon antenna at the West Branch, Iowa, radar facility. Mr. Stasiak was in the process of climbing a ladder from the platform to the top of the Radar sail when the ladder began to fall due to rotation of the Radar sail. Mr. Stasiak fell approximately twenty feet and received a skull fracture and rib fractures. He is presently in the University Hospital at Iowa City receiving treatment. The full extent of his injuries are not known and no estimate of time for his stay in the hospital has been determined. His wife has been staying with him at the hospital and has made arrangements for the care of their family who are residing in Chicago.

We hope for a speedy recovery for Stan and our thoughts are with his wife and family in this recovery period.

Joint SMS Chiefs Meeting

Systems Maintenance District Chiefs, RALPH BUGG, Detroit, Michigan, and NORMAN AMUNDSEN, Green Bay, Wisconsin, held a joint meeting of Systems Maintenance Sector Chiefs in Detroit, January 22-25. In addition to Chiefs from each of the 16 Sectors in the two Districts, representatives from the Regional Office also attended.

The purpose of the meeting was to discuss methods to improve communications, efficiency, effectiveness and program accomplishment within the Districts and Sectors involved. Agenda items included such topics as Administrative Circular 0-18 with regard to qualifications for standby duty, Systems Maintenance Sector reclassification and reorganization, and position classification standards.

Dosimeter Problem Solved

Testing and Maintenance of the CD V-750 dosimeter chargers can be done faster and easier, according to SI AARSKAUG, Fargo CS/T Chief. He said that Burgess D cells are a small fraction of an inch too short for the battery rack in the Dosimeter charger, therefore, the circuit is always open. Eveready Cells are long enough to make the desired circuit. To test the battery without removing from the rack, take a stiff wire (a paper clip is good) and touch the positive end of the battery with one end of the wire, and the green terminal of the light socket with the other. This will light the lamp brightly, dimly or not at all, depending on the condition of the battery.

Aviation News Revision

The Office of Public Affairs announced recently that the present four-page version of Aviation News will be replaced with an improved 16-page issuance. The improvement is designed to do a more effective job of enlisting the understanding and cooperation of the public and the aviation community in the FAA drive for safer flying. Plans call for publication of the first issue of the new version this Spring. It will be distributed under the 1961 distribution pattern for the first few issues to acquaint the aviation public with the change. Aviation News will be available thereafter by subscription from the Superintendent of Documents. Publication has been suspended pending completion of plans for the required revision.



Mr. Beardslee addresses Regional Office Employees January 30 upon assuming his new position as Assistant Administrator, Central Region.

When? How Much?



When are the services of a lawyer needed? How do they charge for their services? These are questions frequently asked. The answer to the first may seem obvious, but a lawyer is needed whenever you have a legal problem. This might include such situations as business transactions, accidents, agreements, tax problems, to name only a few. People often consult a lawyer only when a dispute arises which seems likely to result in litigation. Many disputes could be avoided at relatively small cost if a lawyer had been consulted.

A lawyer will generally make a small charge for a first visit to his office and then advise you concerning future costs. Generally, he charges for actual time spent on such work as assembling evidence and looking up laws which might affect the case. When a lawyer charges for advice, he does not mean an offhand personal opinion. He advises from his accumulated knowledge after analyzing all of the facts. His charges are generally based on the complexity of the case, its relative importance and the results obtained.



The triennial Production Certification Board for continuation of Production Certificates for Beech aircraft and propellers was held at Beech Aircraft Corporation December 11-15, 1961. Seated from left: C. E. Dunavin, Muskegon, Mich.; W. J. O'Toole, J. A. Cecil, Kansas City; A. C. Ross, Indianapolis. Standing from left: W. H. Stout, Washington; J. R. Smith, Wichita; J. J. Macha, Ypsilanti.

Questions and Answers

A recent Comptroller General decision on Public Law 87-378 contained several questions and answers regarding Military Leave. Basically, PL 87-378 changed computation of Military Leave from a Fiscal Year to a Calendar Year basis.

Question: Employee takes 15 days Military Leave in August, 1960, and 15 days in April, 1961. The 2nd Tour in the Fiscal Year (April, 1961), was charged to annual leave, or leave-without-pay, as only 15 days were allowed in the Fiscal Year. Will an adjustment be made?

Answer: As PL 87-378 was approved October 4, 1961, retroactive to January 1, 1961, the employee is eligible for Military Leave in the Calendar Year 1961, so the tour taken in April, 1961, may now be retroactively charged to Military Leave, and his annual leave account re-credited with the amount charged in lieu of Military Leave. If no annual was available, and leave-without-pay was charged, a refund will be made as soon as possible.

.....
Question: Employee takes 15 days Military Leave in March, 1961 (FY61), and 15 days in August, 1961 (FY62). Is any adjustment necessary?

Answer: No adjustment is necessary as the 15 days in a Fiscal Year was properly granted under PL 86-559 in effect at that time.

.....
Question: Employee takes 15 days Military Leave in February, 1961, and his 2nd tour began on June 26, 1961, and ended in July, 1961. What adjustment will be made?

Answer: None. The period in June was properly chargeable to annual leave or leave-without-pay at the time, as he had

(continued on next page)

Federal Tort Claims Act Amended

A recent amendment to the Federal Tort Claims Act provides protection for the Government employee against any claims resulting from the negligent operation of a motor vehicle while acting within the scope of his employment. The claimant or his estate will only have recourse against the Federal Government. Furthermore, if a separate action is instituted against the Government employee or his estate, based on the same subject matter, the Government will assume full responsibility for the defense of the action and the payment of any adverse judgment rendered, provided that the Attorney General determines that the employee was acting within the scope of his employment. The amendment to the Federal Tort Claims Act becomes effective March 21, 1962.

A Regional Circular outlining the procedure to be followed by employees who are served with a summons, complaint or other legal process resulting from a motor vehicle accident will be issued as soon as possible.

(Questions and Answers continued from page 15.)

already used his 15 days in FY 61. The period beginning July 1 was properly chargeable to Military Leave at the time, and will remain as charged.

Because of the calendar year-end workload, the Payroll Branch advises it will be unable to audit all Military Leave at this time. As time permits, however, the audit will be accomplished, and the necessary adjustments made.

Questions regarding the interpretation of PL 87-378 should be referred to the Personnel and Training Division.

Administrative Services

PRINTING - The men in the Printing Section say they can always tell when it's the end of a month - without a calendar. The workload really hits them then. So a board to isolate the really big jobs is being developed to help us try to reschedule some of the month-end flurry. We'll appreciate any volunteer suggestions that will help service everybody on time.

LINE SERVICE BREAK - During the recent loss of teletype and long distance line service, don't you believe the switchboard operators or the teletypists were sitting idle! They were busier than usual desperately trying to route the traffic out through any path still open. They did a commendable job of it, too.

INTERCOM - The Division Chief hears from other staff members frequently now since the intercom system has been installed. He tried unplugging it, but it still received incoming messages - all he did was remove his ability to "talk back". Not a bad idea, come to think of it!

SPACE - Incidentally, during the installation of telephones in the McCray Building, one of the telephone people was overheard to call to a co-worker: "Hey, Joe - let's get a move on - those fly-boy people over there will be pouring out the windows if we don't get this office ready to move in to soon!" And, you know, he was almost right. The rearrangement of office space should be completed very soon. If you are still crowded, take heart.

FLIGHT LINES

FEDERAL AVIATION AGENCY - CENTRAL REGION

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February 14 to discuss the boundary changes and related problems in this forthcoming program. The visit, however, of the Washington group has now been postponed until February 28-March 2. This is only the initial step in many meetings and much detailed planning work that will follow and additional information will be disseminated from time to time as further developments occur.

VISITS

Since our last publication, the undersigned has made visits to STL FSS; DTW Center and FSS, and PIA CS/T. During the period February 7-9, in company with ED BASEL, CHARLIE KENT, JACK POLKEY, BOB DAVISON, K. D. MACKENZIE, FRED TROTTER and CHUCK IRWIN the undersigned participated in an Army Orientation tour of the U. S. Army Infantry Training Center and Infantry School at Ft. Benning, Georgia, and the Army Aviation School at Ft. Rucker, Alabama. This tour was arranged by Major Ted Ferry, our Regional Army Liaison Officer, including the transportation via the Fifth Army Commander's Convair aircraft. Major Ferry accompanied us on this trip and took care of the numerous details and arrangements with the respective military organizations in a most capable manner. We were most favorably impressed with the demonstrations of Army equipment, tactics, firepower and mobility we witnessed, which were in fact quite awe-inspiring and educational. If we could make one comment--just don't sell the Army short in this aviation business! Their Aviation School at Ft. Rucker is one of the most progressive and professional type organizations you will find anywhere. Major Ferry deserves special recognition for his personal contributions to the Army's public relations program in selling us on their mission during the Ft. Benning-Ft. Rucker visit.

HARLEY SHOTLIFF (DTW ATAS) was scheduled to accompany us on this trip, but was stricken with the flu at the last minute and had to withdraw.

GW Krisko

Chief's Corner

HATFIELD, CARL M., Cedar Rapids FSS Chief, is a native of the Hoosier State, born at Richland, Indiana, now known as

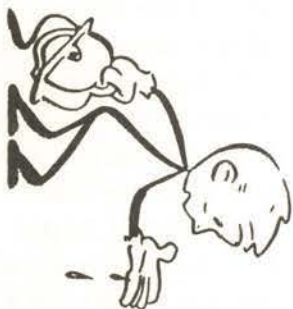
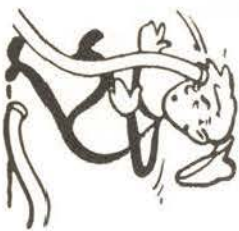
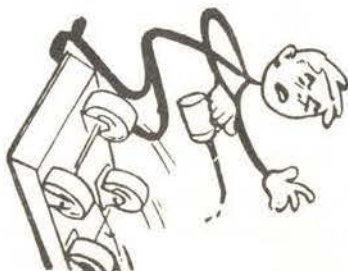
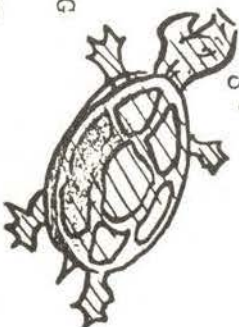
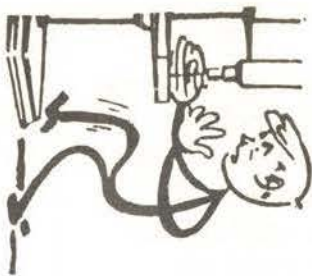


Richland City. He is perhaps the only Central Region Facility Chief who can openly admit to having spent several years in a prison (in a non-captive sense)! His family moved to Kansas

in the early 1920's and his father, a minister, became Chaplain of the Kansas State Prison at Lansing, Kansas. Carl attended both grade and high school there and, after graduation, joined the Navy in 1931. He became a Radio Operator during his Navy hitch.

He entered on duty with CAA in August, 1937, at Des Moines, Iowa, as a Junior Radio Operator. His various station assignments since EOD are: Omaha, Nebraska; Kansas City, Missouri; Chanute, Kansas; Coffeyville, Kansas (where he became Station Chief); Atlantic, Iowa; and Aberdeen, South Dakota, where he served as FSS Chief until August, 1960. Carl then was transferred to Cedar Rapids FSS as Chief.

Carl is a charter member of the Society of Airway Pioneers, a former Secretary of NAATS, a former Vice-President of the Aberdeen, S.D. local NFFE, and is currently a member of the NAATS Executive Council. He admits to liking hunting, fishing and bowling, as other outside activities.



DON'T LET AN ACCIDENT CATCH YOU NAPPING