

FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION



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

On March 30, Administrator Halaby announced through a special edition of Fly-By a comprehensive campaign for economy in Agency administration.

In announcing the campaign, Mr. Halaby said: "Our nation is presently confronted, and so are we, each of us, with the most potentially explosive crisis in American history. We can't afford to be soft or fat or easy. We must devote much of our energy and funds toward national defense and emergency preparedness. We in the civilian agencies, the military as well, must achieve the maximum in economical and efficient operations to be productive, creative, to keep a balanced budget. Each day, each of us must go home at night feeling that he has done a better days work."

The campaign, which will run through May 31, is being conducted through the Incentive Awards Program. Suggestions adopted for improvement in operations or economies will be eligible, in addition to the regular Incentive Awards, for special awards of \$1,000, \$500 and \$250.

Each of us has a continuing responsibility to do our jobs in a better, more economical way. Here, however, is a special opportunity, with special awards, to suggest ways for our Agency to perform its many varied functions in a better, cheaper way.

We are creatures of habit. We are inclined to perform our daily tasks the same way day after day. We may be naturally suspicious of change. During this campaign I urge that each of you carefully examine your specific tasks, the Agency's mission, other jobs or procedures with which you are familiar, the materials and equipment being used, and submit suggestions for economies or improvement. Not change for change's sake but change for improvement and economy.

As the Administrator said, "Let's get going, let's have the cleanest, leanest and keenest outfit in this man's government."

Jim Beardslee

Economy Campaign Announced

In keeping with President Kennedy's expressed insistence on economy in executing Government programs, the Administrator has announced an Agency-wide Economy Campaign. The Campaign, to be conducted through the Incentive Awards (Employee Suggestion) Program, was announced in Special Edition No. 1 of Fly-By distributed to all employees the week of March 26.

To be eligible for Economy Campaign cash awards, a suggestion must first meet the standard for at least a \$100 award under the Incentive Awards Program. The amount of benefits is based on the estimated net monetary benefits for the first full year of operation following use of the suggestion. The award scale is as follows:

Tangible Benefits	Amount of Award
\$50 - \$300	\$15
\$301 - \$10,000	\$15 for the first \$300 in benefits and \$5 for each additional \$100 or fraction thereof.
\$10,001 - \$20,000	\$500 for the first \$10,000 in benefits and \$5 for each additional \$200 or fraction thereof.
\$20,001 - \$100,000	\$750 for the first \$20,000 in benefits and \$5 for each additional \$1,000 or fraction thereof.
\$100,001 - or more	\$1,150 for the first \$100,000 in benefits and \$5 for each additional \$5,000 or fraction thereof.

The objectives of the program are to: Improve operations, increase efficiency, and reduce costs. Suggestions submitted during the Economy Campaign, April 1 - May 31, 1962, should meet those objectives. Emphasis is on quality rather than quantity. Experience indicates that the farther an employee gets from the area in which he has special knowledge the less his chances for a quality idea. Employees are particularly encouraged to look for a better procedure or other improvements in an area in which they are employed. Experience has shown that when

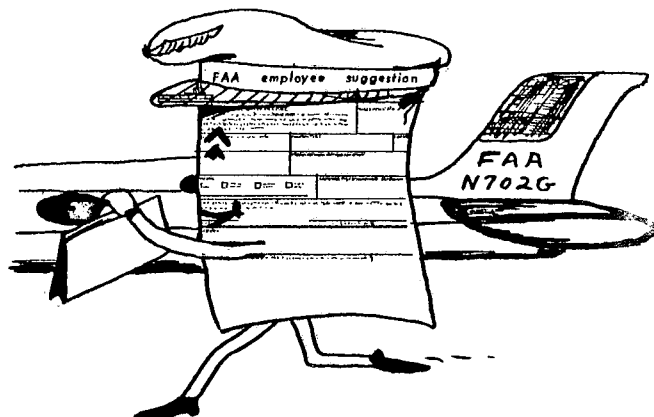
something has been done the same way for several years, it is a pretty good indication that it can be done in a better way. Practically every employee at one time or another has had an idea for doing a job in that better way.

The operations of the FAA present many opportunities for suggesting improvements producing benefits for which a cash award may be made under the Incentive Awards Program. Jot down that idea for work improvement. Discuss it with your supervisor if you wish. Employees are urged to develop suggestions that will be their best effort--supervisors can help them to do this.

Employees are urged to review the special procedures which have been established for submission and processing of suggestions during the Economy Campaign. The Campaign procedures state that suggestion shall be submitted directly to the Regional Incentive Awards Officer, Personnel and Training Division, CE-13. Instructions on the suggestion form to the contrary, therefore, should be disregarded. During the Economy Campaign, the entire Suggestion Form should be sent directly to the Regional Incentive Awards Officer, CE-13

Just recently President Kennedy in sending a message of congratulations to the winners of a large award made the following comment: "It is noteworthy that there is in

(Continued on Page 16)





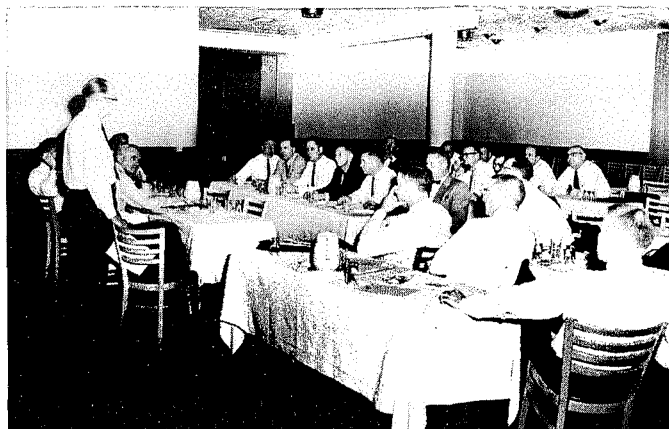
Flight Standards Inspectors Convene

The Annual Flight Standards Conference for field personnel was held at the Hotel Bellerive, Kansas City, on March 27-28, 1962. Attending were chiefs of the three Flight Inspection District Offices, supervising inspectors from the four Engineering and Manufacturing District Offices, and the supervising inspectors and principal inspectors of the opposite specialty from the Air Carrier and General Aviation District Offices. Over fifty field personnel attended the two-day meeting.

Tuesday morning, George W. Ireland, Chief, Flight Standards Division, opened the conference by introducing the visitors and outlining some of the goals that he hoped would be reached during the next two days. George Moore, Deputy Director of the Flight Standards Service, representing the Washington Office, discussed many of the Washington policies, as well as injecting some excellent on-the-spot interpretations of controversial problems. Warren Smith, Chief, Flight Standards Training Division at the Aeronautical Center, also made a brief appearance at the meeting.

Mr. Ireland, in his opening comments, emphasized the goals of Flight Standards. First and foremost was the development and fostering of an air transportation system for

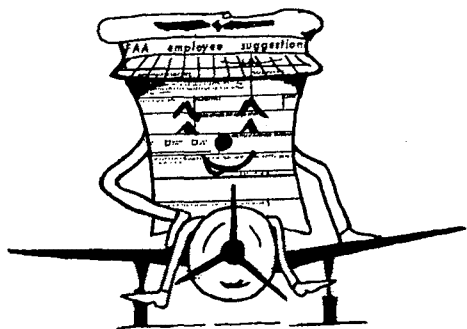
all users, with reliability and economy as the over-all goal for industry as well as the Agency. In addition, the district office inspector must avoid the parochial outlook that is often associated within a technical specialty. He must not only be knowledgeable of the responsibilities of the other specialties, but aware of the over-all responsibilities of Flight Standards, as well as the total mission of the Agency. Mr. Ireland again pointed out the need for all to be constantly searching for better ways to utilize available manpower in the most productive manner. Better methods and practices must be developed to accomplish the best possible job with a minimum of personnel. To this end, in the near future, committees including field personnel will be established to identify all possible avenues for increasing over-all personnel efficiency.



L. R. Eichem, Chief, Maintenance Branch, makes opening remarks to technical group.

John E. Caqualard, Chief, Management Staff, provided the answers to most of the questions submitted previously from the field. R. I. Nicholson, Acting Regional Counsel, and Dr. C. W. McMillin, Regional Flight Surgeon, presented some of the interesting phases of their work and commented on the mutual problems that occasionally developed between their offices and Flight Standards field personnel. T. E. Davis, Hearing Officer, Central Region area, was introduced and explained the function of his new position.

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Leonard W. Jurden Dies

Leonard W. Jurden, former Regional Administrator, died unexpectedly April 17, 1962, at his home in Kansas City.



Mr. Jurden, 65, retired from the FAA August 31, 1960, after 34 years of federal service. In his position as administrator, Mr. Jurden directed hundreds of employees in an eleven-state area.

He came to Kansas City in 1928 as an employee of the Bureau of Air Commerce, and except for two brief assignment and service in World War II, he served as regional supervisor of the Civil Aeronautics authority and its successor, the FAA.

Mr. Jurden was named Kansas City's Aviation Man of the Year in 1958. A year later he was named Federal Civil Servant of the Year by the Kiwanis council of Greater Kansas City. In 1953 he received the Department of Commerce exceptional service award from Sinclair Weeks, then secretary of commerce.

In the years in which Mr. Jurden had supervision over the civil airways of the Middle West his problems grew from a few farmer's complaints about airplanes frightening cows to the complex congestion around municipal airports.

Mr. Jurden was born at Marshall, Missouri, and moved to Los Angeles with his parents when he was seven years old. He learned to fly in the Army in World War I and later worked for a tool manufacturing firm and a car finance agency.

He began work with the bureau of air commerce of the Department of Commerce in 1927, and was assigned to Wichita. This agency became the CAA in 1938. When World War II came along, Jurden was called back in the Army Air Corps. He was a colonel at the war's end.

In a career that grew up with aviation, Mr. Jurden flew everything from a World War I plane to a Boeing jet. He logged more than 40,000 hours aloft piloting 50 types of aircraft in his lifetime.

Since his retirement Mr. Jurden had been traveling and serving as a consultant to firms that construct high structures that might be obstacles to air traffic.

His wife and two children survive him.

Employees of the Agency extend their sincere sympathy to the family in their loss.

Official Conduct Policy Reaffirmed

The highest possible standards of integrity and ethics in all official and unofficial activities must be maintained by all employees. Even the appearance of impropriety must be avoided in employee conduct. The kinds of unacceptable activity and conduct listed are not intended to be all inclusive. The types of activity or conduct which must be avoided by employees are, however, given in detail. Each employee is responsible for taking the initiative in resolving any questions which he may have concerning the applicability of the Agency Practice. Questions should be directed through channels to the Personnel and Training Division.

FAA Institutes Formal Hearings For Certificate Cases

The Federal Aviation Agency now offers a trial type hearing to airmen facing suspension or revocation of their certificates. Regional hearing officers have been appointed to implement the new enforcement procedure.

The hearing officer system has been established to further safeguard the rights of airmen facing enforcement action involving their certificates. It follows in principle one of two major recommendations made under Project Tightrope, an independent survey of FAA enforcement and rule making procedures. The other was implemented in November with the establishment of an Agency Regulatory Council to serve as a central forum and expeditor for the Agency's rule making process.

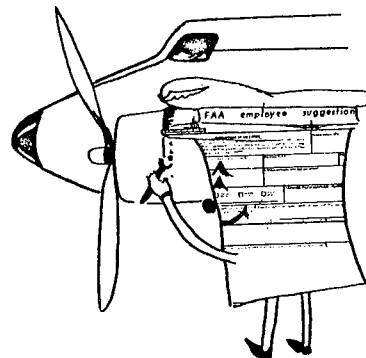
"The Federal Aviation Act gives us the right to suspend or revoke a certificate after following informal procedures," the Administrator said in announcing the new system. "We feel, however, that an airman should have an opportunity to plead his case in a formal proceeding before an independent hearing officer. This adds another safeguard to our procedures and to his continuing right to appeal an FAA decision to the Civil Aeronautics Board."

Initially, three hearing officers have been appointed. They took up their new duties March 1. They are John M. Hunter, now Regional Counsel of the Southwest Region, who will handle hearings in the Eastern and Southern Regions; Glen Woodmansee, a member of the FAA's Board of General Advisors, who will hear cases in the Western Region, and T. Edward Davis, Chief of the Western Region Airports Branch, who will cover the Central and Southwest Regions. For administrative purposes, they will report to the Administrator through W. Lloyd Lane, Executive Director of the Agency Regulatory Council.

A chief hearing officer and more regional officers may be appointed later, after an evaluation of the workload which results from the new procedure.

Hearings will be held in cities where the more than 125 FAA District Offices are located and at other locations deemed convenient for the parties concerned.

In another action which decentralizes Agency activities, responsibility for processing airline, manufacturing and military violations of the Civil Air Regulations has been shifted from Washington to the regional offices. Penalties to be sought will be determined by the Regional Counsel and the Flight Standards Division Chief. If they fail to agree, the Regional Assistant Administrator will act after conferring with the General Counsel in Washington. All present rights of appeal will continue in force.



Annual And Sick Leave Regulations Amended

A recent amendment to the Annual and Sick Leave Act of 1951 provides that sick leave shall be recredited upon reemployment in the Federal service if there is a break in service not in excess of three years. The previous limitation provided that the break in service could not exceed one year.

When an employee enters the military service, his existing leave account is certified for credit or charge. If reemployed in a position under the Act not more than three years after separation from the military, his leave account is re-established as a credit or charge.



Materiel Specialist Training Program Launched

The Central Region Aviation Facilities Division was among the first to launch the Agency directed program of providing Materiel Specialist support to Systems Maintenance Field Offices and Facilities.

Nine Materiel Specialists assembled recently in Regional Headquarters for a one-week training course. This course included general orientation and instruction in materiel procedures.



B. G. Braithwaite participates in Materiel Specialist training course.

B. G. BRAITHWAITE, Chief, Materiel Branch, charged with training the Materiel Specialists, was assisted by fourteen Regional Office employees in the development and presentation of the course of instruction.

Basically, the training program was designed to impart:

(1) An introduction to the mission and organization of the Agency, Bureau, and Division.

(2) A thorough understanding of basic materiel problems, plans, goals and objectives.

(Continued on Page 8)

VORTAC Control Line Malfunction

The Battle Creek, Michigan, VOR voice recently faded into the wild blue yonder. For some strange reason, every time the high-intensity runway lights were turned on the ILS runway, Battle Creek's TACAN, followed the VOR's voice. The SMS Chief, P. R. ALLEN, started an immediate investigation and discovered samples of 2300 volts sneaking into the control and monitor circuits.

Analysis of tests made by electronics personnel disclosed that a defective runway lighting cable was arching through newly thawed ground and into the control cable. This discovery could have very well saved one or two lives. Although these men work with and around voltages up to and including 12,000 volts, they never come in direct contact with these voltages.

The Battle Creek Electronic Technicians assisted by a crew from the S&G Fort Wayne Sector made temporary repairs to the control line. Necessary corrective action was completed in less than twelve hours after the problem developed. All concerned are commended for a job well done.

Joint SMDO Conference In Omaha



A joint SMDO Conference held recently in Omaha was attended by twenty-seven SMS Chiefs from the Omaha, North Platte and Stoupe Falls Districts. SMDO Chiefs, Don W. Lowrey, Joseph A. Held and W. B. Donahue alternated in chairing the meeting.

(3) An awareness of current inadequacies of our supply system and procedures, the need for fundamental changes and improvements.

(4) An appreciation of the importance of the role of the materiel specialist in the Agency's supply mission; the need for professional rather than clerical approach; the need to assume complete responsibility for materiel matters at the District and Sector to which assigned and to advise the Chief as to how the total resources of the District or Sector may best be utilized in carrying out this responsibility.

(5) A complete understanding and acceptance of his basic relationships with the District and Sector Chief, the Systems Maintenance Branch, the Materiel Branch, OMB, and others with whom he will work closely.

(6) Procedural Guidance.

(7) Techniques and methods used in all materiel operations, including procurement, inventory management, budget, transportation, disposal, real estate, materiel handling, storage and vehicle fleet management.



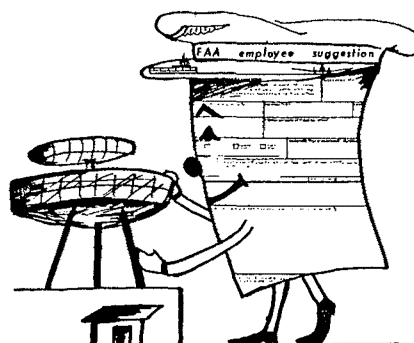
N. F. Barritt leads a discussion group.

The comments of management officials emphasized the importance of specialization in each technical field of operation. Particular emphasis was placed on the importance of effective management of the Agency's vast materiel inventories.

Washington office representatives monitoring the course were highly complimentary of the Central Region's approach to the training program.

The second training session is tentatively scheduled to begin the week of May 7, 1962, and will provide additional trained specialists to the Systems Maintenance Branch field offices and facilities.

Considering the volume and magnitude of the inventory required to support the maintenance activity, the Federal Aviation Agency's endeavor to furnish specialized support to the maintenance technician is a sound and productive investment.



Incentive Awards Program Box Score

<u>Incentive Awards Score</u>	<u>CY 1960</u>	<u>CY 1961</u>
Monthly average number of employees in Region	5528	6014
Employee Suggestions:		
Received	290	380
Per 1000 employees	52	63
Adopted	26	95
Per 1000 employees	5	16
Employee Performance:		
Approved	131	158
Per 1000 employees	24	26

The annual Agency rate per 1000 employees for suggestions received during FY 1961 was 54; adopted 9. The Agency rate per 1000 employees for superior performance awards was 41 during FY 1961.



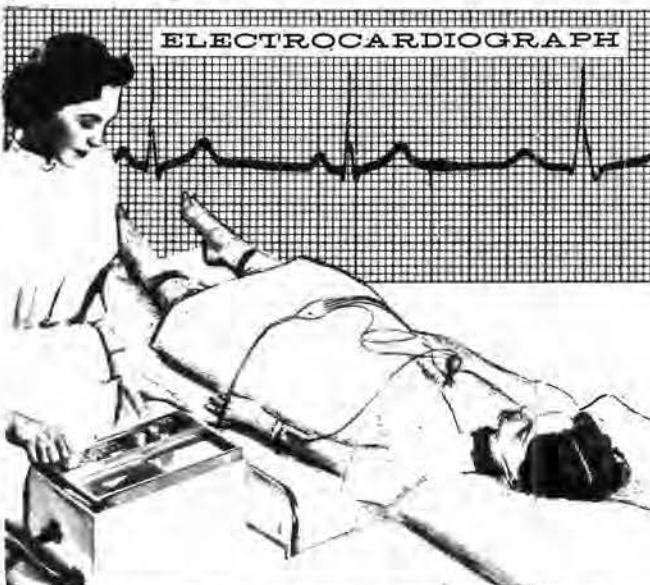
Aviation Medical



The Electrocardiogram

If during the course of a physical examination, your doctor had ordered that an electrocardiogram be taken, you may have wondered at the time what the procedure involved and whether or not the test would serve a useful purpose. Those who have taken such a test know that it is a rather short laboratory procedure involving no discomfort on the part of the patient.

Since installation of the Central Region Health Program by the Medical Service many questions have been asked by employees as to what the electrocardiogram is and the purpose of the test. Jean Weber, Medical Technician, responsible for conducting this and other laboratory procedures, offers the following clarifying information on this important subject.



Electrodes are attached to both legs, arms, heart area of this patient and connected to the electrocardiograph machine on the left which records the electrical impulses of the heart. This procedure is absolutely painless and no electrical shock is felt by the patient.

The electrocardiograph is a picture that expresses certain electrophysiologic phenomena manifested by the heart during the pro-

cess of contraction as recorded by the electrocardiographic machine. Or it could be termed merely a picture of the electrical potential of the heart.

In the normal human heart, the tissue has the power of periodically giving rise to a stimulus adequate to generate an electrical current. This stimulus proceeds wave-like throughout the auricles and ventricles of the heart and is conducted from the heart to the surface of the body by the various tissues. From the surface, it is carried off by a cable to a sensitive machine which takes a picture of this electrical action of the heart. Such an instrument is termed the electrocardiograph and the graphic record is the electrocardiogram.

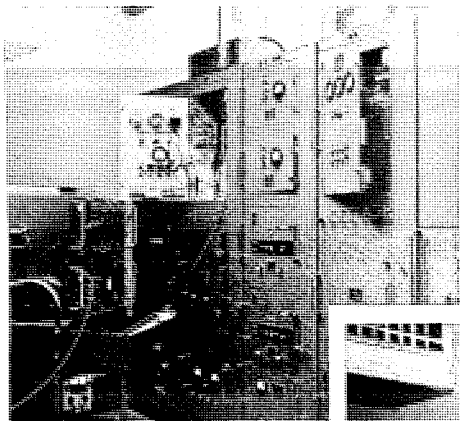
Early ECG's were obtained by attaching an electrode to the front and back of the chest. Later studies revealed that it was more convenient to attach the electrodes to the limbs and for many years limb leads sufficed in routine electrocardiography. However, the realization that the nearer the electrode could be placed to the abnormal area in the heart the more it would reveal, has made the taking of chest leads an increasingly important routine measure.

In the early phases of the development of this important diagnostic device, it was utilized mainly in the elucidation of the various cardiac arrhythmias. However, it has come to be recognized also as one of the most important means of diagnosis of the various diseased states of the heart muscle, particularly in myocardial infarction.

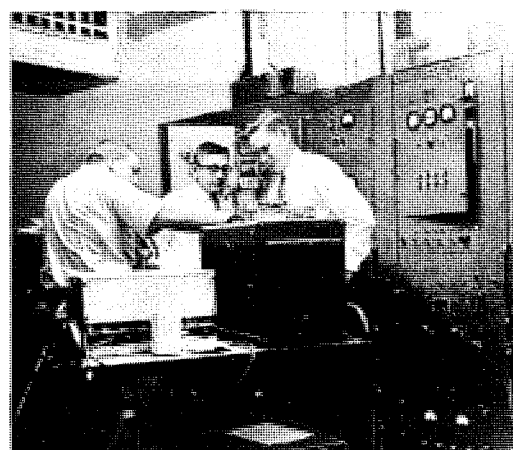
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Air Route Traffic Control Center



Leo Wapelhorst, Don Schneider and Lloyd Hankins



The installation of a sophisticated facility such as the ATCBI-2 is a major undertaking involving people from many offices. These pictures are of the St. Louis ARTCC Beacon installation from the placement of the equipment racks through the tune-up, Flight Inspection, acceptance checks and final use of the Beacon.

Equipment began to arrive at the St. Louis Sector Office months before the project got underway. The Establishment Crew arrived on January 8, 1962, with IVAN WHITTED, SEIT(G), in charge. The crew moved equipment to the ARTCC and the ARSR site in Overland, Missouri. A Military Mark X Beacon, temporarily installed in September, 1959,

was pushed aside without interrupting service, and the project got under way.

The equipment racks were im- placed and the "tune-up" at the trans- mitter site started. MEL OSTROM, SEIT(G), and LEO WAPELHORST, Electronic Engineer, found that they had a problem right away. The final stage in the transmitter tended to break down and there was not enough power output.

DON SCHNEIDER and LLOYD HANKINS, Electronic Engineers (Electro-Magnetics), arrived in St. Louis with test cables specially fab-

ricated in the Regional Office. They assisted with some knotty problems at both the transmitter and ARTCC site.

While the tune-up was in progress at the transmitter site, Whitted and ROBERT McCRATE, Electronic Engineer, were busy at the Center with the Decoding and Display equipment. There were a few equipment problems to be worked out there but the main difficulty was the unbelievably crowded conditions under which the work had to be done. Establishment and Maintenance found themselves stumbling over each other as the routine ARTC Center work and the Establishment project progressed under a tight schedule.

The Joint Inspection Party worked in conjunction with Estab- lishment (there was a 23 page list of tests to be made) so as not to delay the final acceptance when the project was completed.



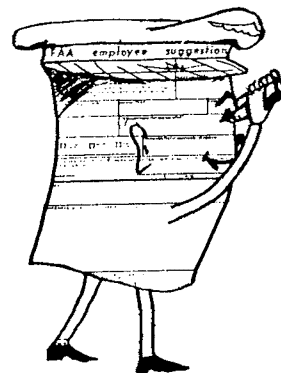
Joe Marcallini checks pulse rate.



Bob McCrate works out timing.



Joe Wilmering, Joe Marcallini and Leo Wapelhorst



Beacon Commissioned

JOSEPH MARCALLINI, SEMT(G), for St. Louis, and JOSEPH F. WILMERING, Jr., Assistant Chief, SMS-77 represented facilities. As each block was finished the necessary test and measurements were made and recorded.

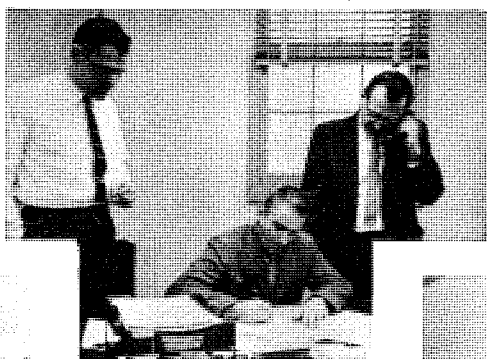
By Monday, January 29, the installation had progressed as far as it could without the antenna and the ARSR and Military Mark X Beacon were shut down for modernization as advertised in Airman's Guide. The ARSR sail or antenna is mounted on a 50 foot tower and is itself 18 feet high. The beacon antenna on top of it is thus 68 feet above the ground. It was planned to hire a crane to lower the old antenna and raise the new one but at the last minute the equipment company advised that there would be at least a five

day delay. So the job was done manually.

First, the military equipment and hardware were removed; then the new antenna pedestals were installed and very carefully leveled. The antenna itself, less two end sections, was then raised to the



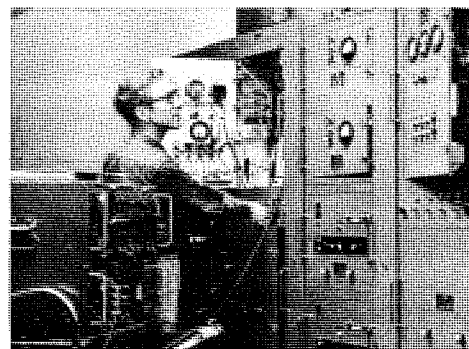
Herbert A. Teckenbrock, ELAS, signs for Establishment as Wilmering and William R. Dallam, Chief, SMS 77 look on.



William A. Andrews (below) Radar Specialist at transmitter site begins his daily routine.



While back at the ARTCC Robert B. McClellan, EMT, studies beacon video. Equipment behind him is the Radar Microwave Link that relays the video from transmitter site to the ARTCC.



base of the ARSR sail. An attempt was made to raise it one end at a time but this proved awkward and it was repositioned on the base for another attempt. Ropes were tied to each end and it was raised horizontally to the top.

The ARSR-1A Radar was returned to service that evening and work continued on the tune-up and alignment of the SECRA with it's antenna. Finally, the project was complete and a low altitude Flight Inspection made on February 16. The facility was returned to service with its newer equipment on February 19. Unfortunately coverage, especially high altitude coverage, proved unsatisfactory and it was removed from service on February 28.

The Beacon receiver was retuned with some revised procedures and the facility restored to service on March 1, after a satisfactory High Altitude Flight Inspection.

On March 7, the Joint Inspection Party had completed it's work and the acceptance was signed in the Sector Office.

Commissioning the new equipment did not end the project. There were some exceptions and comments on the report that required clearing, and Leo Wapelhorst was left behind for that purpose. He worked with the Long Range Radar Section for a period of two weeks to improve facility performance.



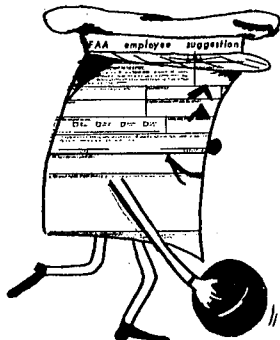
Richard Foster, Elbert Stamper, Gene Mense and Marvin Kummer, Radar Controllers.

Chicago Supervisory ET Dies

Joseph A. Bannon, Supervisory Electronic Technician, Chicago, Illinois, died April 7, 1962, of coronary thrombosis. He had been hospitalized approximately one week. Mr. Bannon's employment with the Agency began December 16, 1947, at Annette Island, Alaska. He transferred to Rumulus, Michigan, in 1951. In 1954, Mr. Bannon was reassigned to Chicago. Born August 12, 1918, at Lockport, Illinois, he is survived by his wife, Rose.

Bowling Beauties Bag Boodle

Here's the latest news from the happiest of the TGIFers, the FAA Bowling League. Ten Gracious Gutterball Gerties have been, for the past three years, engaging in keen competition with other Lady Keglers from all over Kansas City in the Class B Division of the Annual Women's City Bowling Tournament. Three years ago, only one team of five girls was entered, but they surprised everyone, including themselves, by walking off with fourth place. Last year, two teams give the Tournament a try, and one team tied for fifth place. This year, the gals not only had two teams, but four of them entered the doubles and singles events. Lady Luck must have been out to lunch this year, however, as the FAA teams slid to eighth and thirtieth places, which happily did not prevent these intrepid ladies from winding up in the money anyway. Which is something of a record and just goes to show you that these fetching femmes really have it on the ball!



The ten bowlers who bisected the boodle were: Artye Marx, Rose Foster, Dorothy Whitney, Alice Brown, Irene Honan, Clerk Stenographers; Esther Bell, wife of H. T. Bell, Electronic Technician(G); De Loris Schwarzel, Secretary (Steno); Irene McClurg, File Clerk (Typing); Beverly Herring, Placement Assistant; and Margaret Evers, Voucher Examiner.



The (above) photograph of Frank W. Barwise and Mrs. Leona Barwise was taken at a luncheon on Wednesday, April 11, attended by many friends and associates in FAA who joined to wish him success in his new venture. Frank left FAA on April 13, 1962, to accept a position with Boeing Aircraft Company, Seattle, Washington, where he will be liason engineer in the Minuteman Missile Program.

Frank joined the FAA in 1950 as a radar technician in the Kansas City Systems Maintenance Sector. Later he worked with the Establishment Branch installing navigational aids facilities. In 1954, he transferred to the FAA academy at Oklahoma City where he instructed in the radar school and worked on standardization of instrumentation for flight inspection aircraft. In 1957 he returned to the Systems Maintenance Branch as Chief, Radar Section, and later was promoted to Chief, Maintenance Engineering Section.

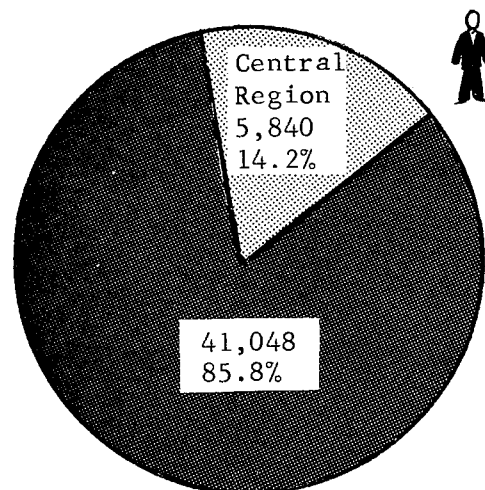
His valuable service to the Agency, particularly in the area of radar, will be missed, but all of his associates wish him success in his new job.

Number of Positions and Dollars Authorized for Fiscal Year 1962

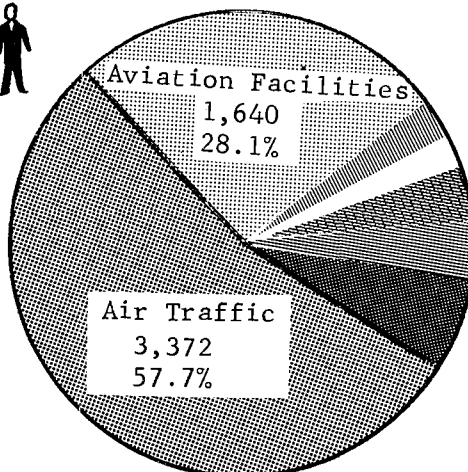
The following charts depict for Fiscal Year 1962 total permanent positions and dollars authorized the Central Region as related to the positions and dollars authorized

the Agency for the operations appropriation.

The charts further indicate the positions and dollars authorized the various divisions and offices in this Region.

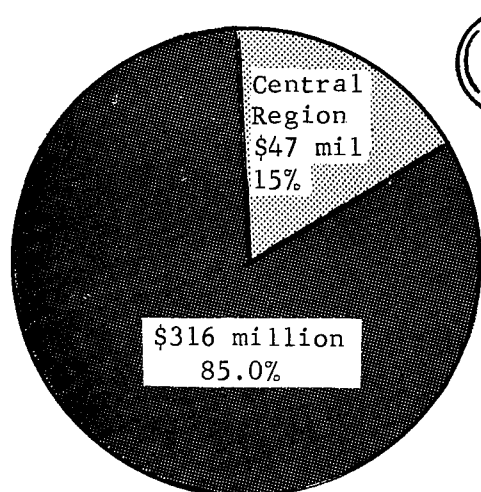


Total Positions Authorized
(Nation-Wide)

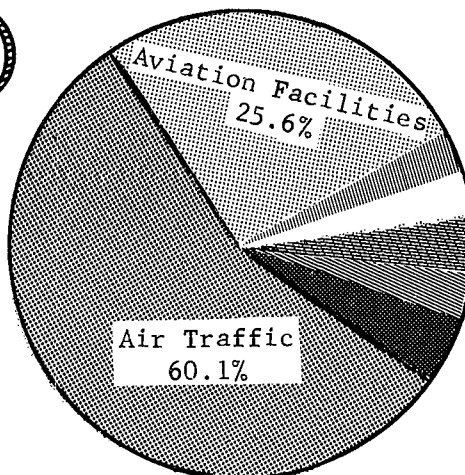


Total Positions Authorized
(Central Region)

Number of Permanent Positions

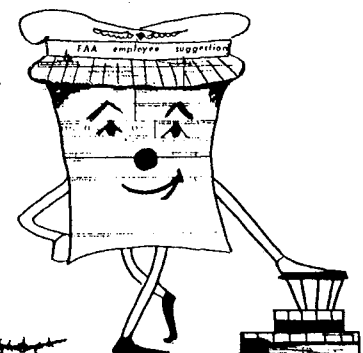


Total \$ Planned
(Nation-Wide)



Total \$ Planned by Activity
(Central Region)

Cost of Personal Services



Effective Writing Course Completed



Shown hard at work - writing - in the Effective Writing Course are (l to r) John Blair, CARF; Bonnie Ellington, Kansas City Center; and Bob Berger, FIDO-51.

Other members of the class, held at CARF, April 2-6, were: Mark Bivins, Robert Hunter, Albert Rohlfing and Robert Scoville of the K. C. FSS; Benjamin Herr and John Koppe, CARF; Jack Fletcher, Howard Phillips, Carl Stanton and Dave Vaughn, SMS-44; Warren Robertson, SMDO-7 and Kenneth Hale, K. C. Tower.

Designations of Beneficiary Reminder

A Designation of Beneficiary should be made **ONLY** if the employee wishes to name some person or persons not mentioned in the order of precedence, **OR** if he wishes to name a mentioned person in a different order or for a different share. Any employee who wishes to file a designation of beneficiary should contact the Personnel and Training Division. There is a separate designation of beneficiary form for each benefit: Civil Service Retirement System, Unpaid Compensation of Deceased Civilian Employee and Federal Employees' Group Life Insurance Act. Employees Designation of Beneficiary forms need not be completed if the regular order of precedence given above will result in payment of benefits as intended by the employee.

Are you aware of the order in which unpaid compensation, lump-sum benefits under the Civil Service Retirement Act, and Federal Employees Group Life Insurance (FEGLI), will be paid should you die ?

If there is no designated beneficiary living, any benefits which become payable after the death of an employee will be payable to the first person or persons listed below who are alive on the date title to the payment arises: First, to the widow or widower; Second, if none of the above, to the child or children in equal shares, with the share of any deceased child distributed among the descendants of that child; Third, if none of the above, to the parents in equal shares or the entire amount to the surviving parent; Fourth, if none of the above, to the executor or administrator of the estate of the decedent; Fifth, if none of the above, to the next of kin under the laws of the State in which the decedent was domiciled.

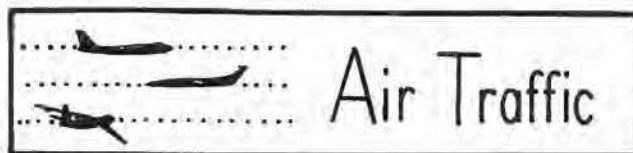
Agency Issues Third Annual Report

The Agency has published its Third Annual Report, based on operations during the first six months of 1961.

The Report covers a period during which the FAA reviewed its first two years of operation and laid the groundwork for its future pattern of operation.

Highlights of the period include initiation of two major studies by independent task forces at the request of President Kennedy. Project Horizon developed national aviation goals through 1970, and Project Beacon produced recommendations for modernizing the airspace utilization system. A third study, Project Tightrope, was initiated by the Administrator to review Agency rule making and enforcement procedures.

While these studies were being carried out, a major reorganization was launched, keynoted by decentralization. This was designed to bring the Agency closer to the flying public it serves and to permit better management of Agency resources.



The deadline for this issue of Flight Lines fell on the same week end as the deadline for filing income tax returns and although I managed to keep within the legal time limit for the Federal, Missouri, and Kansas revenueurs, the editorial deadline slipped by. Consequently, the Air Traffic Division material for this issue is going to be somewhat limited in quantity.

Chiefs Selected for Recently Commissioned Towers

Ed Waffle, recently selected as Chief of the soon to be commissioned Green Bay Tower, reported for his new assignment April 16. The Tower will be commissioned as a 24-hour facility on May 15. Larry Davis, formerly of the Flint CS/T, has been selected as the Chief, Oshkosh Tower. The OSK TWR will provide VFR control services on a 16-hour per day basis. Davis is expected to report for duty on April 29.

Hayes to Manhattan

Hubert Hayes will move from the Columbia FSS to the Manhattan, Kansas, Station as Chief.

Operation Spring Thaw Cancelled

The large scale SAC-ADC exercise, identified as Operation Spring Thaw, which was reported in some detail in the April issue has been cancelled, according to information received on April 18. This is good news for all radar equipped facilities, at least, since the plans for this big SAC strike test of the NORAD air defense system called for maximum ECM and chaff drops directed against their radar facilities, which would have clobbered ASR and ARSR scopes --but good.



Kansas City ARTC Center Relocation Scheduled

Plans are rapidly being finalized for the move of the Kansas City ARTC Center from the old, overcrowded, shopworn Center quarters on the second floor of the Airport P. O. Building to the new building at Olathe, Kansas, at midnight on April 30. The Kansas City Center will be the first of four Centers in the Central Region to occupy one of the new-type Center buildings. Minneapolis, Chicago, and Indianapolis will follow during the next several months.

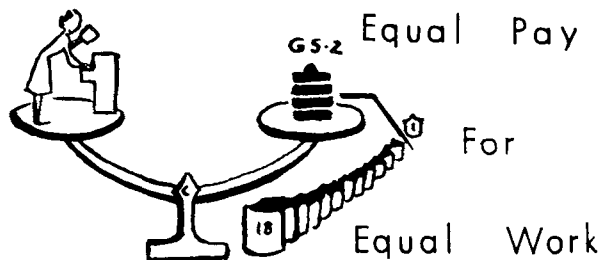
Visits

Visits were made to the following locations since the last issue of Flight Lines went to press: Lincoln Tower/RAPCON, FSS; O'Hare Tower; Du Page Tower; Des Moines Tower, FSS; LAX R. O., LAX Tower, Center; Denver Tower; FTW R. O., FTW Center (including their new Center building at ACF); and the Washington Office. Bob Ziegler visited the NY R. O. (Eastern Region), plus ORD and MDW Towers.

Facility Chiefs Conference Planned

As announced in an April 5 memo to the field, plans are now shaping up for the 1962 Central Region Air Traffic Facility Chiefs conference during the week of June 18. The Statler-Hilton Hotel in St. Louis, Missouri, has been selected as the conference site. Bob Davison, Assistant Chief, Operations

(Continued on Page 18)



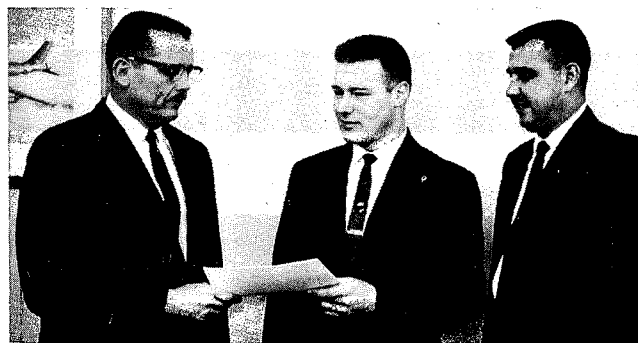
After the facts about a position have been acquired, the next step in the classification process is analysis of those facts. Any Analysis is the process of resolving a compound into its constituent parts. The purpose of position analysis is to find the distinguishing characteristics among positions and, more broadly, among groups of similar positions.

This entails critical examination of facts and their interpretation in terms of controlling elements. It is the mental process of selecting, arranging, commenting upon and discussing relationships of facts about duties and responsibilities in an orderly and guided manner. Analysis is not an end objective, but an essential step in the quest for elements, characteristics, distinguishing features and occupational patterns.

Evaluation is measuring the worth of individual positions in terms of the classification structure. This structure does not provide for absolute measurement because standards cover zones of difficulty and responsibility having upper and lower limits. A position may be anywhere within these upper and lower limits. Hundreds of positions may be classified to the same series and grade, but some may be slightly more or less difficult or responsible than others. Nevertheless, these positions are sufficiently similar to belong to the same series and grade. Because some positions are more or less responsible or difficult, does not necessarily mean that the position should be classified to a different grade. The classifier's judgement is called upon to determine when the strength or weakness in a position is great enough to classify the job in a different grade from the measuring gauge.

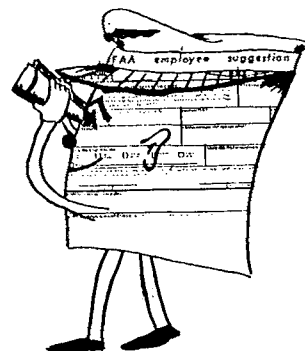
The Classification Act of 1949, as amended, states "Except as otherwise provided in this title, each Department shall place each position under its jurisdiction and to which this act applied, in its appropriate class and grade in conformance with standards published by the Commission or, if no published standards directly apply, consistently with published standards." This is a legal requirement with which the classifier must comply.

Economy Campaign (Continued from Page 3)



James J. Given, Electronic Engineer, Installation Unit, receives incentive award from Electronics Engineering Chief, Floyd Emanuel. Mel Hoppock, Installation Unit Chief, looks on. The Award was for a suggested improvement to the ILS Localizer Antenna Array.

Government a planned program that accents, encourages, and publicly recognizes new ideas, innovations, and superior performance from employees at all levels in all departments and agencies. Incentive awards... are the means by which our Government can recognize in a tangible way those individuals..." The Assistant Administrator, Central Region, urges all employees to participate. The climate is right. This is the opportunity to talk to and be heard by management; take advantage of it.



Deputy Administrator Visits Region



Lt. Gen. Harold W. Grant, former Commander, Air Force Communications Service, and recently appointed Federal Aviation Agency Deputy Administrator, visited the Central Region Headquarters April 2 - 4, 1962. General Grant, appointed to the post by President Kennedy, assumed his duties as Deputy Administrator, February 19.

Conferences with Headquarters officials were held and familiarization visits made to facilities in the greater Kansas City area. General Grant remains on active military duty while with the Agency. This is in accordance with the Federal Aviation Act. The Act stipulates that if either the Administrator or the Deputy is a military man the other must be a civilian.



New Kansas City ARTC Center installation visited. (l to r) Major V. A. Yon Assistant to the Executive Secretary, General Grant, J. M. Beardslee, Henry S. Chandler, Chief, Field Operations Division, Air Traffic Service Nathaniel H. Goodrich, General Counsel.

Electrocardiogram (Continued from Page 9)

Here is a timely item reprinted from the News Bulletin of the Workman's Compensation Board of Canada that will serve appropriately as a conclusion to this article on Electrocardiography.

Do You Want To Join The Coronary Club?

The National Heart Foundation says membership in the not-so-select Coronary Club is guaranteed for persons who will follow eleven simple rules. Here they are:

1. Your job comes first. Personal considerations are secondary.
2. Go to the office evenings, Sundays and holidays.
3. Take a briefcase home on evenings you do not go to the office. This provides an opportunity to review all the troubles and worries of the day.
4. Never say "NO" to a request.
5. Accept all invitations to meeting, banquets and committees.
6. Do not eat a relaxing meal - plan a conference for the meal hour.
7. Fishing and hunting are a waste of time. You never bring back enough fish or game to justify the expense.
8. It is poor policy to take all the vacation time which is provided to you.
9. Golf, bowling, billiards, cards and gardening are a waste of time.
10. Never delegate responsibility to others. Carry the load at all times.
11. If your work calls for traveling, work all day and drive all night for your appointment next morning.

Follow these rules faithfully and you'll soon be a member of the Coronary Club, the Foundation says. However, they hope that some people will take the hint.

**NOTE TO EMPLOYEES PARTICIPATING IN
THE LABORATORY SCREENING PROGRAM**
Please observe and follow the instructions
as ordered by the Nurse prior to reporting.

Branch, has just returned from a reconnaissance trip to look over the hotel's accommodations and facilities for this event. Davison reports that it should be an even better setup than that at the Schroeder Hotel in Milwaukee last year. An equally interesting program of events for this year's session is planned. This will take the combined efforts of both Regional Office staff and field facility personnel to achieve.

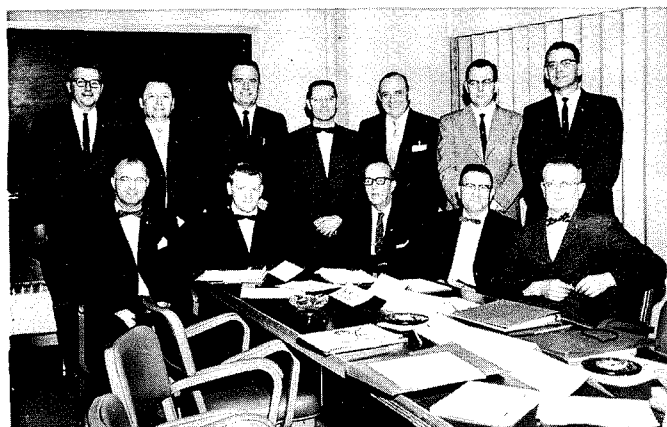
Chief CS/T Waterloo Dies

William M. Buchanan, Chief, CS/T, Waterloo, Iowa, died April 3, 1962, in Cedar Falls, Iowa of a heart attack. Mr. Buchanan had completed over 25 years service with the Agency. Upon his return from the Navy after World War II, he was assigned as Chief, FSS, Des Moines, Iowa. He was reassigned as Chief of the newly established CS/T at Waterloo, in 1954. Mr. Buchanan was cited for his outstanding work in regard to public relations in connection with its establishment. He was born December 14, 1908, at Valley Junction (now West Des Moines), Iowa. Agency employees extend their sympathy to his widow and children.

Chiefs Corner

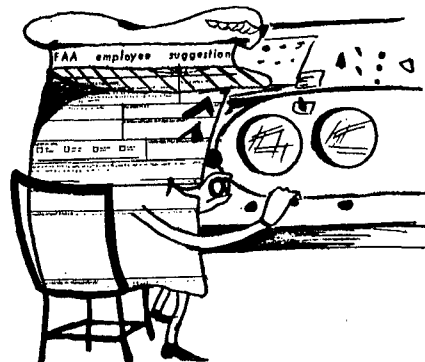
HAUGAN, JOSEPH W., Sidney FSS Chief, lists his birthplace as Sioux City, Iowa, where he was educated in the parochial grade schools and public high school systems, graduating from Central High School in 1932. He worked at various odd jobs until he joined the Navy in 1934, where he served two and one-half years as a Radio Operator aboard the USS Louisville and later spent six months as a Student Naval Aviator at Pensacola, Florida. He was then reassigned as an Aircraft Radio Operator as a crew member of a bombing squadron attached to the USS Enterprise, until he received his discharge in 1938.

He entered on duty with CAA as a Junior Radio Operator at Lebo, Kansas, and subsequently served at Sioux City, Iowa; Sheridan, Wyoming; Sioux Falls, South Dakota; Columbia, Missouri; St. Joseph, Missouri; followed by a temporary detail to Atlantic, Iowa, and back to Sioux City. In July, 1949, he was promoted to FSS Chief at Sidney, Nebraska, his current assignment.



The FSS Training Specialists shown above attended a three-day training course conducted in the Regional Office March 28-30. Back Row (l to r) J. A. Wiedemeier, MBS; J. B. Tate, RO; E. J. Moeskau, GFK; R. H. Hill, SLN; Wm. Hogan, DTW; W. F. Gilson, MSP; K. T. Leffman, JLN. Seated (l to r) C. J. Colao, JOT; W. F. Furling, IND. J. D. Layton, STL; J. H. Brasher, MKC; and O. L. Sawyer, CID.

gw Kriskie



Employees Receive Cash for Ideas

The following employees have received CASH for SUGGESTIONS:

Employee	Div.	Award
Robert A. Bradow	AT	\$ 50.00
Edmund M. Burke	AT	25.00
Joseph F. Wilmering, Jr.	AF	150.00
Delbert F. Rylander	AF	15.00
Walter C. Ninneman	AF	15.00
Delbert F. Rylander	AF	15.00
Sam S. Maida	AF	25.00
Arthur C. Foerster	AF	25.00
Harold R. Bartlett	AF	25.00
George Clements	AF	50.00
Bill J. Adams	AF	25.00
Daniel M. Vucerevich	AT	25.00
Martha E. Beall	FS	15.00
Richard J. Bierch	AF	115.00
Clarence S. Rasmussen	AT	25.00
James T. Wolf	AF	25.00
William E. Haivala	AF	215.00
Edward L. Dodd	AF	200.00
Jack U. DeCaigny	FS	25.00
Rosemary J. Calvert	FS	15.00
James J. Bromley	AT	15.00
Louis E. Hollis	FS	25.00
Alfred C. Tillotson	AT	20.00
Morris C. Ward	AT	15.00
Richard D. Stansbury	AF	50.00
Jimmie L. Jones	AF	25.00
William C. Roe	AF	55.00
Glen E. G. Pieper	AF	50.00
Robert H. Rich	AF	25.00
William W. Norton	AF	25.00
Kathleen M. Brock	AF	15.00
Robert D. Sluyter	AT	15.00
Alvin G. Metcalf	AT	75.00
Harold T. Snow	AT	50.00
Karl E. Meier	AF	25.00
Lyle R. Lautenschlager	AF	25.00
LeRoy E. Joppie	AF	15.00
Robert J. Norder	AF	25.00
Stanley J. Sarna	AF	75.00
Karl P. Selboe	AF	25.00
Herman H. Puttkammer	AT	50.00
Vernon A. Zoelzer	AF	25.00
Willard W. Nordstrom	FS	50.00

Inspectors Convene (Continued from Page 4)



E. M. Mundy, Chief, Air Carrier Operations Section, puts a question to the chair.

Personnel and Accounting Divisions were called on to provide answers to questions previously submitted and several more questions were proposed from the floor. Security and Emergency Readiness representatives concluded the day with a brief discussion of their activities. Dinner, preceded by a social hour, was arranged for the visitors at the Bellerive and many from the Regional Office joined them. Dinner culminated in a speech by Mr. Beardslee.

The second day the four Branches met separately with their personnel, these breaking up into section technical meetings. As usual, some issues were settled, many were not. The general feeling, by both Regional Office and field, was that the conference was successful, with everyone profiting to some degree.

