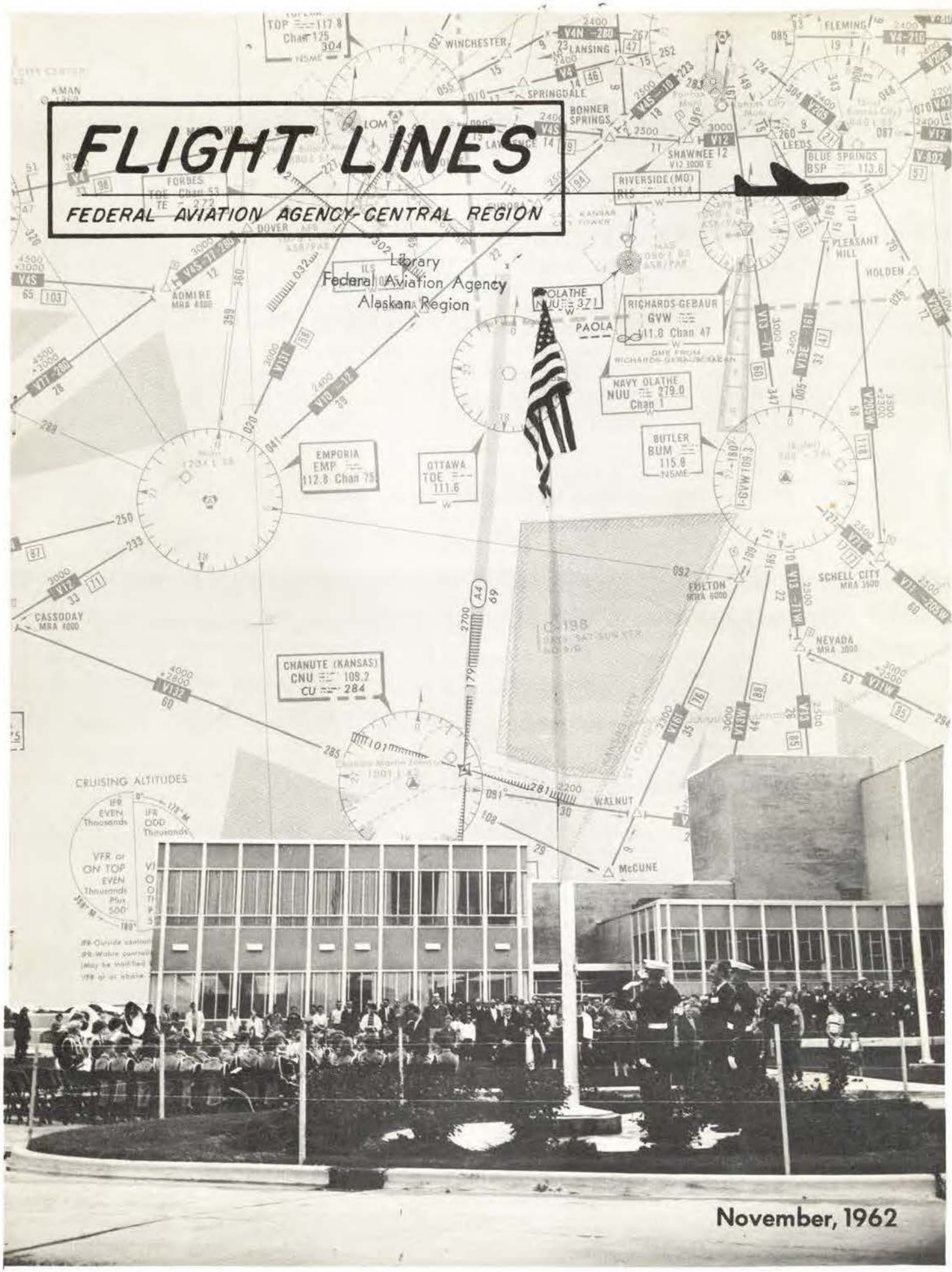
FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION



November, 1962

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

A frequently recurring question that arises among employees has to do with the extent to which their actions off the job are subject to scrutiny by the Agency. The initial reaction to questions of this type usually is "outside of duty hours, my time is my own and it's nobody's business what I do." In large measure, this is correct, EXCEPT where personal conduct or character deficiencies become a matter of public knowledge and thereby reflect adversely upon the FAA.

Knowingly or not, in accepting Federal employment, each of us has, in a sense, stepped into a fishbowl. When our identity as Federal employees becomes known, we are automatically singled out by neighbors, acquaintances, and the public in general, as exemplifying not only our own Agency, but Federal employees generally. However personal our conduct and actions may seem to us, the public looks on them as typical of the calibre of all Federal employees.

Unfortunately, perhaps, acceptable character traits and good conduct in public are expected and, therefore, go unrewarded. It is more unfortunate, however, that demonstrations of poor conduct and unacceptable character have a way of becoming known throughout a community in an incredibly short period of time. Because the public tends to regard the actions of an individual employee as representative of the character of the entire Federal service, it has become necessary for agencies to establish standards of conduct and impose penalties for violation of those standards.

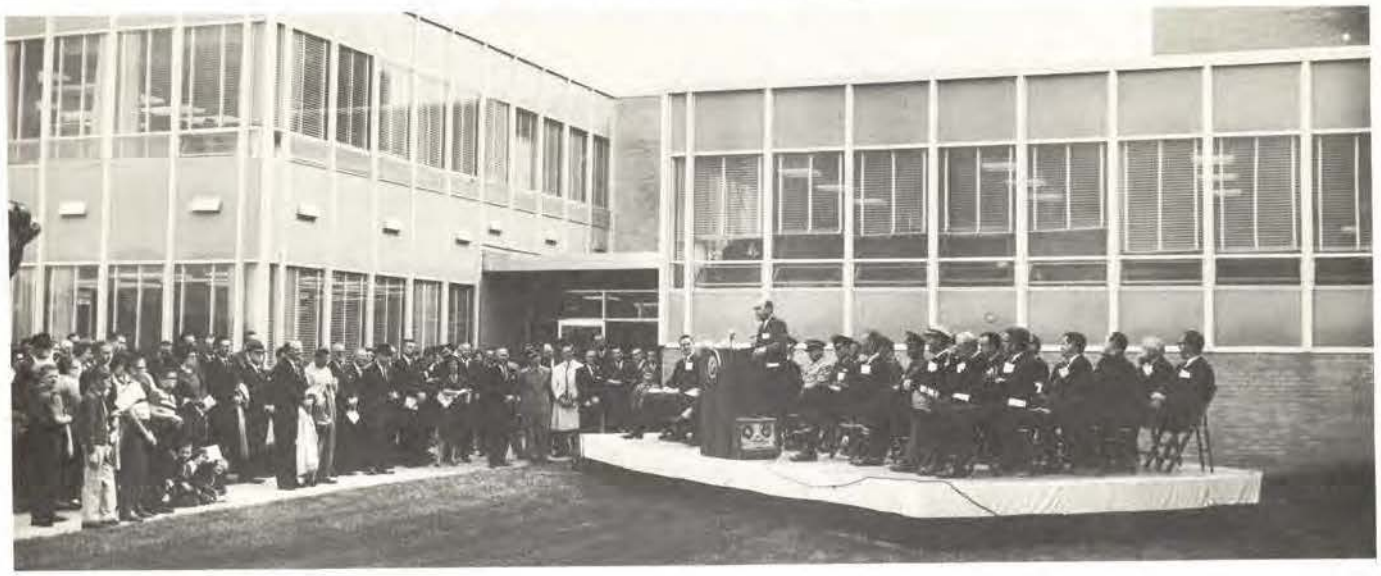
This Agency has established such standards and reproduced them in "A Handbook for Employees of FAA" which each employee receives when he enters on duty. No more serious penalties are to be found in the Handbook than those relating to matters of personal conduct and character beginning on page VII-12.

I urge every employee to re-acquaint himself with that portion of the "Employee's Handbook" which deals with standards of conduct, so that there is no question in his mind of his personal responsibility to the Federal service and to his fellow employees. I would remind supervisors that they have a dual responsibility in this regard. Not only must they personally observe these standards of conduct, but theirs is the equally demanding responsibility of enforcing those standards and ensuring that they are adhered to wherever duty may take employees under their supervision.

I am confident that I can rely upon each of you, employees and supervisors alike, to accept and carry out this responsibility.

J. W. Beardslee

Olathe Center Dedicated



The formal dedication of the Kansas City Air Route Traffic Control Center October 6, 1962, culminated over three years of work by architects, engineers, technicians, and air traffic control specialists. The Center was formally dedicated in a public ceremony at which Lieutenant General Harold W. Grant, Deputy Administrator, delivered the principal address. Federal, state and local officials, numerous aviation representatives, and the neighboring public, were in attendance.

A former alfalfa field along side of Interstate 35 Highway and within the city limits of Olathe, Kansas, is the site of the new Kansas City Air Route Traffic Control Center.

The Center became operational in July with completion of installation of the highly specialized electronics and communication equipment, miles of wiring, and other necessary gear required to carry on the control of air traffic for some 50,000 square miles of airspace. Embracing portions of the States of Missouri, Kansas, Nebraska, Iowa and Illinois, the new facility is one of 26 such Centers being erected by the FAA for safe and efficient control of air traffic.

On July 1 of this year, skilled air traffic specialists and electronics maintenance technicians moved from their former crowded quarters at Kansas City Municipal Airport to this new $4.5 million facility. Here, in a building especially designed to meet the demands of the Agency's expanding responsibilities in the jet age, the FAA experts will continue their round-the-clock task of providing control and radar guidance to the nation's pilots.

Radar Air Traffic Controller facing camera, Velbert Monroe, at a radar operating position as visitors look on.

The building itself provides some 45,000 square feet of floor space which includes a main control room for the actual direction

Visitors viewing IBM Cardatype Equipment.

of air traffic; equipment rooms to house the electronic and communication equipment; administrative space for offices, training facilities and cafeteria; and space for heating, air conditioning and other required building equipment.

Special consideration was given to the selection of the site with regard to Department of Defense requirements that continued operation of FAA Air Route Traffic Control Centers in wartime is essential to the national defense. Dispersal from probable damage zones and radiological protection are provisional requirements in location and construction of these new Centers.

Incorporated in the construction of the Center building are features to provide protection for occupants of the building against the hazards of radioactive fallout. Eighteen inch thick solid concrete walls in the main Control Room and equipment basement provide protection against an outside radiation rate of 4000 Roentgens per hour, for employees working in the Control Room. During an emergency, employees will be able to remain in the facility and perform vital traffic control services continuously for two weeks.

As part of the protection from nuclear attack, a washdown system for the removal of fallout particles is located on the roof above the control room. Special nozzles on horizontal water pipes produce sprays of water to provide a washing action to remove the radioactive contaminent. This wash-down system is capable of producing a 1000 gallon/minute flow of water for this purpose.

The control room is windowless and is especially designed to operate under internal air pressure, and by means of a filter system, to exclude all radioactive dust from entering the control room.

Air conditioning is provided throughout the building for maximum efficiency of the personnel on duty as well as insuring dependable operation of the electronic equipment which, for maximum performance, must be maintained at proper temperatures. The air conditioning units in the building can produce a maximum of 450 tons.

Radar signals from antenna located at Omaha, Nebraska; Hutchinson, and Olathe, Kansas, are relayed to the Center by a series of microwave links to enable controllers to "see" aircraft within these areas on radar scopes. A fourth radar antenna under construction at Garden City, Kansas, will by next year provide additional radar coverage in that area.

Visitors viewing a Horizontal Plotting Map at Kansas City ARTCC.

Electrical power needed to operate the many electronic devices in the Center would

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Recipe for A New Airport

The analogy may be far fetched, but John Meacham, Director of Aviation for Kent County (Grand Rapids), Michigan, has no doubt during the past few years occasionally felt that he was watching fourteen pots come to a boil simultaneously.

Moreover, the ingredients have sometimes been a little too salty to the taste as the proponents of the new Kent County (Cascade) Airport would have preferred a blander treatment during the Hearing and the campaign for funds.

The organization of the multitudinous details has been in the capable hands of Meacham and his staff and the Airport Board of Control headed by Britton L. Gordon and composed of representatives of the County Board of Supervisors and other public spirited citizens.

In August, 1957, Leigh Fisher and Associates made a study of the air trade area and the feasibility of continuing to use and expand the existing Kent County Airport. The existing airport had been in existence since the mid 1920's, was served by three air carriers, and had substantial general aviation activity. The report pointed to difficulty in establishing a suitable cross wind runway, proximity of schools, incompatibility with adjoining land use (severe residential and industrial encroachment) and approach problems and concluded that it would be less expensive and more desirable to abandon the existing airport, sell the land for industrial-commercial development and recommended construction of an adequate, expansible airport providing a suitable site could be found with a reasonable land cost.

An additional study was made by the same firm in November, 1957, to consider the feasibility of a single airport to serve Kent County and the adjoining counties to the west of Grand Rapids, whose principal cities are Muskegon and Grand Haven. The study recommended against the participation of Kent County in such a joint airport.

On the basis of further study, ten potential sites were examined and two were recommended as feasible. Review by Kent County, the Michigan Department of Aeronautics, and the FAA resulted in selection of the so-called Cascade site as "the" site.

The first allocations of Federal funds were made in late 1958 and early 1959 for land acquisition and site preparation. The Project Application was submitted for the first project and then, as the saying goes, "the balloon went up". A group of area citizens opposed to the Cascade site or opposed to development of a new airport, asked for a public hearing by the FAA in accordance

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Montana Stations Join Employee Amateur Radio Network

So far 15 FAA employees in Montana have completed questionnaires signifying their interest in participating in the Regional Emergency Amateur Network. Great Falls leads with nine, followed by Billings with three and Lewiston, Missoula and Dillon one each. There are strong indications that more employees will be joining the net as reception conditions improve during the coming months.

Interest in the network remains high but more stations checking into the net regularly (Thursday nights, 7:00 p.m. CST, 3977 kcs) are needed. Then a higher percentage of the message traffic can be delivered. All offices and facilities are invited to generate messages. The messages should not be official business but can be of a semi-official nature, such as confirmation of hotel reservations, arrangements for meeting travelers and similar items. Messages pertaining to simulated conditions should always be headed "Test Message".

Everyone will be listening for you when WØKFQ calls the roll.

Joe Stogsdill, Assistant Chief, SMS 45, Kirksville, Missouri, calls roll of FAA employee amateur radio stations from his net control station WØKFQ. The walls of Joe's "shack", built on the back of his garage, are covered with QSL cards from all over the world, accumulated during the thirty years he has been operating.

Central Region Reorganization Effected

The new Central Region organizational structure which is in accordance with the standard regional organization approved by the Administrator was implemented October 1, 1962, with the issuance of Order CE 1100.4A.

Significant changes are: The Aviation Facilities Division is abolished, and the Installation and Materiel Division and Systems Maintenance Division activitated. The Maintenance and Operations Branches of the Flight Standards Division are abolished and their functions and responsibilities separated with the establishment of the Air Carrier Branch and the General Aviation Branch. The Security Staff is redesignated as the Compliance and Security Division and reassigned to the Office of the Assistant Administrator.

A NOTIP (Northern Tier Project) Coordinator is established in a staff capacity to serve as the focal point for regional coordination and liaison on SAGE operations. Structural changes in the Air Traffic Division include consolidation of the Operations and Program Planning Branches redesignated as the Program Management Staff.

Previously defined missions, functions, and responsibilities remain in effect pending issuance of an appropriate supplement to the Organization Handbook. Key positions during implementation of the new organization are filled on an acting basis as follows: Compliance and Security Division - Chief, W. A. King; Air Traffic Division - Chief, Program Management Staff: R. B. Davison; Installation and Materiel Division - Division Chief: C. G. Benzon; Assistant Division Chief, Alan Glass; Chief, Program Management Staff, Robert Curtis; Chief, Evaluation Staff, Fred Trotter; Chief, Plant Engineering Branch, Victor Chab; Chief, Electronic Engineering Branch, F. C. Emanuel; Systems Maintenance Division - Division Chief, N. F.

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Aviation Medical

Influenza Immunization Program Underway

Lorraine Campbell, R.N. assisted by Jean Weber, is shown administering Influenza injection to one of the more than 300 Regional Headquarters employees.

Recent articles contained in the local newspaper and other publications have made reference to the need for influenza immunization particularly for those individuals of the high risk group. A report released by the Surgeon General's Advisory Committee on Influenza pointed out that while accurate predictions are difficult, recent and past patterns of influenza A and B indicate widespread outbreaks of influenza A (Asian) will occur in the U.S. during the 1962-63 winter season. Among those patients in the high risk group were: Patients with a rheumatic heart disease, and other cardiovascular diseases; those with certain types of chronic pulmonary diseases; pregnant women; and persons in older age groups, over 45 and particularly those over 65 years of age.

The Central Region Flu Immunization Program was started in ample time, for those employees desiring the service, for required completion by mid-December as recommended by the Surgeon General.

The first group employee immunizations occurred September 19, 1962, when approximately 200 FAA employees in the downtown Kansas City area received immunizations at the Tower. The following day 117 employees located at the Olathe Kansas Air Route Traffic Control Center were reported receiving injections. Approximately 50 of these employees requiring the series will receive a second injection after six to eight weeks.

Reports of employees from the various Field Facilities receiving the Flu injections, as authorized by Region directives, are received daily in the office of the Regional Flight Surgeon.

Regional Headquarters employees received their injections on September 21, 1962. Approximately 71 of those receiving the first injections of the series will be due for a second in about eight weeks.

Nebraska Medical Seminar Completed

Another of a series of medical seminars was conducted in the Central Region on September 26-28, 1962. This seminar, held at the University of Nebraska College of Medicine, was under the direction of Dr. M. P. Eanet, Assistant Flight Surgeon of the Central Region.

Dr. P. V. Siegel, Chief, Aeromedical Certification Division, Oklahoma City, assisted in conducting the three-day seminar and spoke at length on the topic of "Crop Dusting Perils to Pilots". Dr. Siegel pointed up the dangers involved through inhalation of the chemicals used in aerial crop-dusting

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Pictured is part of Flight Standards Division personnel who received recognition under the Incentive Awards Program; Row 1: Eileen Gray, Patricia Rogers, Ruby Krantz, Martha Beall, Rosemary Calvert, Barbara Noe, Helen Kuna, Erma Fauerbach Row 2: Edward Casey, Kenneth VanArsdale, Benjamin Kreiter, Eugene Lowrance, Edward King, Rufus Richardson, Eugene O'Toole, Row 3: Lee McClain, Leslie Eichem, Gerald Krehbiel, P. M. Kehoe, John Walls, and Harold Smith.

INCENTIVE

Loretta T. Martin, Clerk-Steno, Installation Unit and Earl R. Schneider, Chief, Electronic Shop, receive an award for their contribution from George Benzon, Acting Chief, Aviation Facilities.

At Rockford, William Berndt, EMT and William Pinhack, Station Laborer (second and third from left) were presented awards by Donald Hilde (left) Chief, SMS 72.

Certificate for Outstanding and Sustained Superior Performance being presented to Robert R. Armour (r), Electronic Maintenance Technician, by Elmer C. Cottle, Asst. Chief, SMDO 8. The Award was presented at Cape Girardeau, Missouri, Mr. Armour's headquarters.

AWARDS

Employees in this group received an Outstanding Performance Rating and a Sustained Superior Performance cash award. Front: (l to r) John Hargrave, Charlotte Richter, Hazel Dillard. Back: Mel Hoppock, Frank Spader, Peggy Grogan, Charles Cunningham, Lawrence Hjulberg (Installationg Unit, Minneapolis) and Charles T. Calvert, SMDO 6, Omaha.

William Zerbel of South Bend FSS receives Suggestion Award and Don Conry a Sustained Superior Performance Award. On hand for the presentation were James B. Tate, Training Section, and E. B. Johnson, FSS Section.

Richard C. Walch, left, Assistant Chief, and Richard V. Bonin, SATCS, Minneapolis Center, received a Certificate and check in recognition of a performance contribution under the Incentive Awards Program.

Cedar Rapids, Iowa FSS personnel received certificates in recognition of an Outstanding Performance Rating from Art Lybarger, Chief, Operations Branch. The Rating was the basis for a Sustained Superior Performance award which carries with it a cash award. (l to r) Ole Sawyer, Robert R. Shaver, Max R. Otto and Art Lybarger.

(l to r) Wayne N. Dixon, Mervin H. Law, and Nancy Eifert, ACDO 31, received awards from Ralph C. Hottman, Chicago Area Coordinator. George W. Fitzmaurice, ACDO 31, is at the right.

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Barritt; Assistant Division Chief, J. A. Hargrave; Chief, Field Administration Branch, F. W. Spader; Chief, Engineering Branch, A. L. Frashier; Chief, Military Facilities Branch, Reedal Ogilvie; Chief, Management Control Staff: H. E. Phalp.

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and explained that low-altitude flying demands acutely quick judgments. The danger of crop-dusting is one of many research projects planned for the Civil Aeromedicine Research Institute which was dedicated October 21, 1962, in Oklahoma City.

Topics of interest in the fields of Aviation Medicine were presented by guest speakers to approximately 45 AME's in attendance. A talk on "Problems in Air Traffic Control" was given by A. C. Schneider, representing the Air Traffic Division of the Central Region. Discussing the role of the GADO's in Accident Investigation before the group was A. H. McAllaster of the General Aviation District Office, Lincoln, Nebraska. One of the highlights was a field trip to Eppley Field to visit the control tower and instrument flight room to see air traffic control both visually and by radar.

Award to Father of Division Employee

Mr. Martin J. Bruns, father of Miss Nancy Turner, clerk in the Aviation Medical Division received a personal "Letter of Recognition" award by H. Roe Bartle, Mayor of Kansas City. The award was presented Mr. Bruns for his 14 years in Scouting as Scoutmaster of Troop 27, sponsored by the Covenant Presbyterian Church, Kansas City, Missouri. The presentation was made September 17, 1962, at a Court of Honor, held to award scouts honors they have acquired during the past months.

First Montana Employees Visit Office

Shown with Regional Office personnel are Paul E. Watkins, Chief, SMDO 17, Billings, and Harry Baker, Acting Chief, SMDO, Great Falls. They are the first Montana employees to visit the office.

Standing, left to right: Nelson Barritt, Acting Chief, Systems Maintenance Division; Kenneth W. Hollinger, Project Coordinator; Robert O. Ziegler, Asst. Chief, Air Traffic Division; C. George Benzon, Acting Chief, Installation and Materiel Division; Alan H. Glass, Acting Division Chief, Installation and Materiel Division.

Seated, left to right: George W. Kriske, Chief, Air Traffic Division; Paul E. Watkins, Chief, SMDO 17, Billings, Montana; Henry L. Newman, Deputy Asst. Administrator; Harry Baker, Acting Chief, SMDO, Great Falls, Montana; Kirby L. Brannon, Executive Officer.

Defensive Driver Defined

Last year there were 100 motor vehicle accidents in the Central Region. These accidents cost the Agency over $11,000. One FAA employee was killed and two other persons died as a result of these accidents--many of which were directly attributable to driving too fast for the existing conditions, failure to give full attention, improper parking or improper backing of vehicles. These accidents could have been avoided if the drivers had practiced Defensive Driving Techniques.

The analysis below pinpoints both the type of accidents FAA has most frequently and the unsafe FAA driver acts which cause them.

Type of FAA Accident: Right Angle Collision, 26%; Sideswipe, 13%; Rear End, 12%; Unsafe Act of FAA Driver Contribution to the Cause of the Accident: Speed too fast for Conditions, 13%; Improper Backing, 10%; Failure to Give Full Attention, 8%; Following Too Closely, 5%; Failing to Yield the Right of Way, 3%; and Disregard of Traffic Signs or Signals, 3%.

WHAT IS DEFENSIVE DRIVING?

There are only two kinds of driving in American traffic - Defensive Driving and Offensive Driving. A Defensive Driver is one who makes allowances for the lack of skill and lack of knowledge on the part of the other fellow--who recognizes that he has no control over the unpredictable actions of other drivers and pedestrians, nor over conditions of weather and road, and who therefore develops a defense against all these hazards. He concedes his right of way and makes other concessions to avoid collision. He is careful to commit no driving errors himself, and is defensively alert to avoid the accident traps and hazards created by weather, roads, pedestrians and other drivers.

Icy roads, curves, hills, narrow roads, the absence of signs or signals, signals out of order, nor carelessness, recklessness or ignorance on the part of others--none of these conditions or situations relieves the driver in the slightest degree of his responsibility for safety. These are situations likely to be encountered at any time, and vehicle operators must drive accordingly. Conscious effort, study and practice to operate safely will develop "Defensive" driving habits which make operation of a car or truck on the highways safe, and help avoid accidents with the inexperienced and reckless. The observance of courtesy, care, proper speed, and road ethics--in fact every form of good driving--is urged upon all.

Aero Club Race at St. Louis

Les Cooling, St. Louis GADO Principal Operations Inspector, checking some records in connection with recent St. Louis Aero Club air race.

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be comparable to the power requirements of a community of 1,000 homes. Special standby power systems come on automatically in the event of power failure from the primary source.

The nine military bases within the Kansas City ARTCC control area generate more military traffic than any other Center area. These include Lincoln Air Force Base, Schilling AFB, Whiteman AFB, McConnell AFB, Offutt AFB, Forbes AFB, Vance AFB, Richards-Gebaur AFB, Olathe Naval Air Station.

On the busiest days in the Kansas City Center, Air Traffic Control handles an operation every 40 seconds throughout the 8-hour period. On an average busy day, the Center will handle approximately 1800 to 2000 individual aircraft in a 24-hour period. It takes 30 months to train a new employee for control.

Junior Controllers being issued "Junior Air Traffic Control Certificates."

Present employment at the Kansas City ARTCC includes 285 air traffic control specialists and 60 maintenance technicians. The total annual payroll exceeds $2,000,000.

The Kansas City ARTCC is linked to adjacent Centers at Denver, St. Louis, Chicago, Minneapolis, Ft. Worth, and Albuquerque, all of which are a part of a nationwide network of FAA Air Route Traffic Control Centers providing continuous control of enroute air traffic.

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with FAA regulations. The hearing was held in May, 1959. As a result, it was determined that sufficient justification had not been presented to warrant denying consideration of the Project Application.

With the "go" sign on, a program report was prepared jointly by James C. Buckley, Inc., and J. & G. Daverman Company in August, 1959, to develop a Master Plan and phasing of airport development, as well as estimated costs, financing and forecast of anticipated revenues. The Master Plan portion of the report examined the area and population to be served, predicted airline passenger volume and civil aircraft activity, reviewed airline and general aviation requirements and with these as parameters specified the needed airport facilities.

And thence to money. The Board of Control, Meacham and his staff, and other supporters were well aware that in these days of numerous demands on tax revenues it would be essential to devise a very sound financing program and then to sell it. A special election was arranged for June, 1960, to vote on authorization of sale of $3,975,000 in general obligation bonds and to authorize a special two-fifths mill tax for not to exceed seventeen years.

A well-organized campaign was developed and carried out to sell the plan to voters. The existing airport held open house with large labels on all obsolete facilities and an antique hearse and early airplane were displayed to emphasize the theme of outmoded facilities. An 8' square model of the new airport was highlighted as the goal. The votes were counted on June 7, and the bond

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issue and millage were found to have been authorized by a slight majority. The first Grant Agreement for Federal Aid was signed the following day and many breathed a heavy sigh.

Since the signing of the first Grant Agreement additional Federal funds have been made available under the Federal Aid Airport Program (now totaling $2,649,370), the Master Plan has been finalized and construction has been started. Paving of runways, taxiways, and apron are in progress.

The Airport District Office and Airports Division have reviewed each of the Federal Aid items step by step as has the Michigan Department of Aeronautics. The Michigan Department of Aeronautics also has a substantial investment in time and money in the new airport.

Meanwhile, the Facilities Division of the FAA has been working with the Sponsor's architects on plans for the control tower which will be integral with the terminal building as shown by the artist's rendering. That Division has also scheduled an ILS and ALS for installation in time to concur with the airport dedication.

Target date for the airport opening is late 1963. The barrels of coffee consumed over the past few years to soothe the jangled nerves of all who had a hand in the doing will lie lightly that day and all will say "Its been a good recipe". James E. Waedekin, ADO 5

What is a NAP?

Webster's definition of NAP is, "To have a short sleep; doze."

The Airports Division definition of NAP is, "A national plan for the development of airports to provide a system adequate to meet the anticipated needs of civil aeronautics; an abbreviation of National Airport Plan."

This is an article on the NAP as defined by the latter definition. Apologies to those of you who were deceived into reading this far, thinking that it pertained to one of your favorite pastimes as defined in the first definition.

The Planning Branch of the Airports Division is taking this opportunity to tell about the National Airport Plan (more commonly called the NAP) and to enlist the aid of employees in making this publication a more comprehensive document. Employees are probably unaware of the existence of the NAP, its contents and its purpose in this Agency.

First of all, be assured that such a Plan does exist, and authorization for its preparation and annual revision is included in the Federal Airport Act. Since the preparation of the first NAP, each succeeding revision has been reworked and improved, until it is now a very reliable, complete Plan. However, there is always room for improvement, and the Airports Division is determined to make the next revision even better than the last.

To explain its purpose, it is necessary to delve into the definition of a system plan and the reason for developing one.

Although still in its youth, aviation has become essential to national defense and an important ingredient in the national economy.

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Administrator's Detroit Fly-In Well Attended

From observation and comments from participants, the Administrator's Detroit Fly-In was highly successful, both from an FAA and general aviation standpoint. Total attendance was estimated at 650; actual total registrants, 453. Total number of registrants who flew in amounted to 243, those driving, 210. The drive-in registrant from the most distant point was Des Moines, Iowa, and the fly-in registrants most distant points were Kansas City, Missouri, and Vienna, Virginia.

Pictured are girls from the various offices in Detroit who assisted in registering those who attended: (front row, l to r) Joanne Thiem, Diane Thomas, Carol Soto, Gloria Miceli; (back row, l to r) Joyce Thompson, Patricia McCash, Mary Wolters, Janet Godfrey.

Although not used extensively, excellent flight assistance service facilities were available in the hangar as well as excellent weather briefing. Two direct lines from the flight assistance service station to the briefing desk were installed and a drop on weather circuit 8026 was also provided for up-to-date weather information. Flight assistance service functions were provided by Detroit Flight Service Station personnel and weather briefing by U. S. Weather Bureau. Registrations were handled by secretaries from local FAA offices.

Total number of aircraft flying in was estimated to be 100. Upon departure, excellent tower service was provided these fly-ins due to a briefing by the Tower Chief at the termination of the hangar session and a flag man at the intersection of Runways 14R and 9R. Departures used both these runways and obtained their clearances from the flag man and monitored only the local control frequency. Arrivals were not interrupted during this period. Using this procedure, a total of 90 aircraft departed Willow Run Airport in a period of 30 minutes.

The Supervising Inspector of GADO-5; Chief, SMDO 12; and the Detroit Flight Service Station Chief deserve especial recognition for the extensive parts they played in making this "Fly-In" a success.

Maintenance Story Told at Air Fair

On Sunday, September 2, 1962, the Minneapolis Junior Chamber of Commerce sponsored its annual "Air Fair" at the old Terminal Building on Wold-Chamberlain Field, in which all Air Carriers, the Navy, Air Force, and General Aviation, participated with aircraft displays on the main parking ramp and static displays in the main lobby of the old Terminal Building.

The Minneapolis SMS once again took advantage of this opportunity to tell the maintenance story to the general public through its display booth and NAVAID models. The enthusiasm and interest shown by the thousands of spectators who visited the booth from 10:00 a.m. until 6:00 p.m. was impressive. Friday, August 31, was the first knowledge SMDO 5 had of the event which was scheduled during "Sky Shield III". There was little time to make preparations for the event. Nonetheless, some 3500 FAA information pamphlets--1959 issue--were located, all of which were handed out at the booth by 4:00 p.m. The District Office first became aware of the "Fair" through a routine bulletin from the Airport Director on Friday a.m., and immediately contacted the Junior Chamber of Commerce Chairman who promptly arranged excellent space for the exhibit booth at no cost. (All other exhibitors were charged.)

Fortunately, all of the booth instruction materials and decorations that had been previously used at the Flying Cloud affair last June had been retained, and an attractive display with a minimum amount of planning was made. It was estimated that between 25,000 and 30,000 visitors were at the "Fair". Visitors had to see the booth in order to pass through the lobby to view the aircraft displays, so a very effective contact was made with many people who had little knowledge of the Agency or its facilities. In this respect, the public relations mission surpassed many times the accomplishments at Flying Cloud last June. Because of the short advance notice, it was not possible for any other segment of the Agency to be represented on this occasion.

The enthusiasm, energy, and selfless dedication of the individuals who contributed their efforts and time during the Labor Day weekend to make this endeavor a success on behalf of the Agency and, in particular, Systems Maintenance, is commendable.

The men who made it possible were: H. G. Kreger, Chief; Jerry Nelson, Wilmer Kurth, Howard Wilson, Harry Tebbe and Wallace Lyng, all of SMS 57; and D. W. Updike, J. J. Bayer, S. G. Jones and C. B. Broman, representing SMDO 5.

An interesting development came about when a reporter and feature writer for the St. Paul Pioneer Press, upon seeing the display, asked permission to do a Sunday feature in his paper about Systems Maintenance and FAA facilities. As a result, they have promised a full page "spread" on the Maintenance Story in the Twin Cities area, in the St. Paul Pioneer Press, which has the second largest circulation in Minnesota.

Larry Everitt and Lloyd Jones were recently recognized by the Assistant Administrator for their commendable work performance. Everitt was commended for his participation in the changeover of the modernized Chicago O'Hare Tower; Jones for his performance as Chairman of the TACAN Task Group set up to solve common airborne and ground problems with TACAN facilities. Shown from left to right are Everitt, F. C. Emanuel, Acting Chief, Electronic Engineering Branch; Jones, and C. G. Benzon, Acting Chief, Installation and Materiel Division.

Robert Ziegler, Assistant Chief, Air Traffic Division, is pictured with the group to whom he presented cash awards in recognition of their contribution to improve Agency operations. Superior performance of duties was the employee contribution which merited special recognition for this group. Seated (l to r) Eleanor Quirk, Sally Vaughn, Frances Richardson, Virginia Perigo. Standing: Francis Gaynor, Robert Hunter, Arthur Morse, Owen Meredith, Merlin Keplinger, John Ball, Stuart Sisson, George Loomis, and Robert Ziegler.

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The airline transport industry has grown steadily and vigorously since its beginning to reach its present stature of carrying almost as many passenger-miles in scheduled service as the railroad and highway carriers combined. The general aviation fleet, too, has made substantial growth, and presently logs about three times as many hours and twice as many miles annually as the certificated airlines.

Since this industry is still relatively young, there is every indication that it will continue to grow and mature as all youngsters do. To support and encourage this growth, it is vital that the aviation facilities system, also, should grow and improve. The airport is the nucleus of this system, since all successful aircraft flights begin and end at the airport.

The safe and efficient flow of traffic between these airport terminals is dependent, not only upon the capability and adequacy of the individual airports, but also upon their relationship to each other. Airports comprising the national system, therefore, are interrelated; and airport planning must necessarily consider, not only the adequacy of each airport as a self-sustaining unit, but also its role in the entire system.

The purpose of the NAP is to list those airports which are considered necessary to provide a well-integrated system that will meet the ever-increasing demands of civil aviation. The Plan also specifies, in general terms, the development recommended at each of these airports to make it an adequate, functional link in the national system.

The Central Region segment of the NAP includes 851 airports and 34 heliports. It is a monumental task to keep abreast of the existing layout and facilities available at each of these many locations and to determine what their needs are for now and for the future to enable each of them to function more efficiently in the national system.

At this point, if you have maintained a curosity great enough to carry you through the background information, you are probably wondering just how you can help in the formulation of this Plan.

Many of you, in your travels and in carrying out your assigned duties, have occasion to visit many of the airports in the Region and observe the development which is needed to provide a safer, more functional facility. Perhaps it has been noticed that the aircraft parking apron at a particular location is always overcrowded, or maybe the runway lighting is outdated and needs modernizing, or there may be a need for obstruction clearing in the runway approaches, or additional runway, taxiway and holding apron construction to provide a safer facility. Suggestions for airport improvements are welcomed. This information, when incorporated into the NAP, will make it a more complete document better reflecting the needs of the national system of airports.

When pilot employees are visiting an airport, think of the terminal facilities available as being a part of the insurance for becoming an "old" pilot instead of a "bold" pilot.

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Certificate for Outstanding and Sustained Superior Performance being presented to Walter L. Glotzbach (r), Chief, SMS 6, by Elmer C. Cottle, Asst. Chief, SMDO 8. The Award was presented at Burlington, Iowa, Mr. Glotzbach's headquarters.

Certificate of Award for an employee suggestion being presented to Ewell E. Conway (l), Electronic Maintenance Technician, by Elmer C. Cottle, Asst. Chief, SMDO 8. The award was presented in the SMS Office at Farmington, Missouri, Mr. Conway's headquarters.

The welcome was out during the week of September 24 when representatives from the Central Region visited with employees from each of twelve FAA facilities in the state of Montana. Those making the trip (via FAA N-12) with George Ireland, Chief, FS; and J. Paul McDonnell, Chief, FIDO 52, at the controls were (from left to right) B. G. Braithwaite, Chief, Materiel Branch; N. F. Barritt, Acting Chief, Systems Maintenance Division; M. B. Robertson, Assistant Chief, Personnel and Training Division; H. L. Newman, Deputy Assistant Administrator; R. O. Ziegler, Assistant Chief, Air Traffic Division; C. G. Benzon, Acting Chief, Installation and Materiel Division. McDonnell and Ireland are at the top of the steps.

From the smiles on their faces, Lloyd Young (l) and K. D. Mackenzie are happy about the Flight Standards Division reorganization. Young is heading up the newly created General Aviation Branch; Mackenzie the Air Carrier Branch.

Teacher Orientation Completed

Thirteen High School teachers participating in the Teacher Orientation to General Aviation Program sponsored by the Nebraska Department of Aeronautics completed the ground school training and were given a special written examination session at the University of Nebraska recently. All thirteen applicants passed the private pilot written examination on the first attempt. They had all soloed prior to taking this written examination.

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Adequate, safe facilities are a must, and whatever can be done to ensure their development will provide that much more assurance of getting where we want to go when we want to get there.

There is this fact, too. At most municipal airports, FAA has a monetary stake in the development accomplished so far. Therefore, as an FAA representative, all employees are directly concerned with protecting and improving this investment.

The next time anyone feels like blowing off steam because of inadequate parking, lack of a connecting taxiway, or any other deficiency, do not waste your breath complaining to the fixed base operator or some innocent bystander who can do no more than agree with you. Tell the Airports Division. Let them put it into the NAP and then something can be done about it.

Bill Howard, Airports Division

Equal Employment Opportunity Reaffirmed

Executive Order 10925, dated March 6, 1961, directed that positive measures be taken to: promote and encourage equal opportunity for all qualified persons employed or seeking employment within the Federal Government; ensure contractor compliance with the nondiscrimination agreement in all Government contracts; expand and strengthen the efforts to promote full equality of employment opportunity.

Order AD 1000.2 (formerly Agency Order 66) implemented the Executive Order and established FAA policy with respect to the Government-wide program.

The following Agency policy was prescribed: "The highest possible standards of democracy are to be maintained in all official acts with equality of treatment and employment opportunity for all." Compliance with this policy in accordance with established procedures is the responsibility of every FAA employee and representative. Implementation and continued active maintenance of this policy is the responsibility of every Agency official and supervisor.

Practices and procedures governing the equal employment opportunity program are stated in Order PT P 3300.1 (formerly Agency Practice 3-713). All employees are reminded of their continuing responsibility for the program, and are encouraged to review the policy and procedure issuances cited.

The plan to visit all ATS facilities in Montana during the week of September 24, along with the Deputy Assistant and the group of representatives from other Divisions in the Regional Office, was cancelled because of a meeting in Washington. All Air Traffic, Personnel and Training Division, and ARTC Center Chiefs were directed to attend a meeting on September 26 to review and discuss the policies and "ground rules" for relocating ARTC Center personnel, including Chiefs and supervisory staffs, who will become surplus when the specific Centers that are scheduled to be phased out in the ARTC Center control area boundary realignment program becomes effective during the next two years.

Bob Ziegler, Assistant Division Chief, represented Air Traffic on the Montana tour and reported a highly satisfactory and most interesting visit, in the brief time allotted to complete the itinerary. Consequently, my own tentative plans now are to visit Montana facilities sometime during the next four to six weeks--with the cooperation of the USWB on a good flying weather forecast a matter of primary importance!

Las Vegas Site for ATCA Meeting

The Chief, Air Traffic Division represented the Central Region at the Seventh Annual Meeting of the Air Traffic Control Association (ATCA) October 1-3 in Las Vegas, Nevada. Aside from the glamorous setting for this meeting, which was held at the Flamingo Hotel, and the extra curricular activities program that followed the close of the official program at approximately 1700 each day, this was undoubtedly one of the best organized, interesting and constructively educational meetings I have had an opportunity to attend.

The technical exhibits by electronic equipment manufacturers and the panel discussions on air traffic control technical subjects and operational problems, in which selected representatives from civil and military aviation organizations and air traffic control personnel from our Washington, Regional Offices, and even more important, from ATS field facilities participated, were of exceptionally high caliber. The high level of interest in air traffic control and it's importance to the national economy in air commerce and vital contribution to national defense was evident both by the caliber and number of representatives from Government, industry, and the military agencies who were in attendance at the Las Vegas meeting.

At the ATCA Awards Banquet held on the evening of the last day of the official program, although no Central Region ATS facility won the "Facility of the Year" or the "Controller of the Year" Award, the Region did, in fact, place on top of the Awards list, in that no less than six ATS facilities from the Region were recognized by awards to their personnel.

This list included Rockford Tower, O'Hare Tower, Chicago Center, Kansas City Center, Minneapolis Center, and Wichita RAPCON/Tower. The RFD Tower staff received an award for outstanding performance and services rendered in handling the annual fly-in and meeting of the Experimental Aircraft Association this summer.

O'Hare Tower got dual recognition. Duane Freer, ORD TWR, received a cash award and plaque for the best technical article, "Common IFR Room", submitted to the ATCA Journal for publication; and the Tower joined with the Chicago Center in a group award given to Sal Serio and Robert Joyce (ORD TWR), plus A. J. Veverka, R. D. Brown, and J. C. McDonald (Center) for outstanding teamwork in handling of an inbound air carrier flight to ORD with a passenger who required emergency medical attention to save

his life, which necessitated special handling of the flight during heavy IFR traffic to expedite landing.

Norman Ellis, Kansas City Center, received an award for a "save" involving a private aircraft with a non-instrument rated pilot which he radar vectored to a safe approach for landing at Wichita through IFR weather with fuel near the point of exhaustion.

Hardline F. Winger, Minneapolis Center, received award for a similar incident, except that the location was Rochester, Minn.

The Wichita RAPCON/Tower received a facility award for rendering outstanding service to military and civil users during the past year.

These awards are testimonials to the fact that ATS people in the field are on the ball, day and night, in rendering service to the aviation users which is above and beyond the so-called "routine category". Of course, awards cannot be all-inclusive and, therefore, do not cover many other facilities and additional personnel who are doing just as good a job. They are, however, representative of the overall job being done in ATS facilities throughout the Region, and everyone can take pride in this type of public recognition.

Blackburn to New Position

Fred L. Blackburn, formerly Air Traffic Area Supervisor at St. Louis, has been selected to fill the position vacated in the Planning Branch by Hollinger, on an in-grade transfer. Fred will be "returning home", since prior to being selected for the ATAS job at STL, he worked in the Planning Branch in the En Route Section.

Tower Cited

The Greater Rockford Airport Tower has won a Certificate of Merit for service during the annual Experimental Aircraft Association fly-in convention. The award was announced recently at the annual awards banquet of ATCA held in Las Vegas.

The award was accompanied by the following citation "for demonstrating outstanding ability to cope with an unusual traffic overload involving a high percentage of no-radio aircraft". Six other ATC facilities in the U.S. and abroad were also awarded certificates.

Tower Chief, Richard P. Smolla also received a trophy and letter of appreciation from the Experimental Aircraft Association expressing that organizations thanks for a job well done by Tower employees.

The Tower is manned by 12 controllers including Chief, Richard P. Smolla; William Flynn, Russell A. Gale, Lawrence D. Goff, Richard L. Johnson, Rodney O. Kinkade, Stanley Oliver, Robert C. Rutkoske, Donald Stoike, Wesley C. Tipton, Robert H. Truckenbrod and Howard Weatherford.

Tower Service on the 50 Yard Line

Temporary control towers are operated for all sorts of special events--even football games, in this instance! Beginning last Fall, a control tower at Iowa City Municipal Airport has been operated during the dates on which the University of Iowa has home football games scheduled. The Airport Commission has made arrangements to reimburse

the FAA for costs involving tower and maintenance personnel who are assigned to this facility. This year, the Iowa "Hawks" home game schedule covers five dates: September 29, October 6 and 27, November 3 and 17.

Personnel from Cedar Rapids Tower are used to staff Iowa City Tower, with maintenance support rendered by SMS 8 (CID). On September 29, 103 visiting aircraft were parked on the airport for the game, with a number of charter flights arriving and departing after discharging passengers. Cedar Rapids Tower Chief, Keith Taylor, reports the majority of aircraft arrived during the period 1030-1330C, with the majority of departures after the game until 1700C.

CID TWR controllers Orren M. Stavig and Ivan F. Hunt handled this operation, with Taylor's assistance, and William Paschen (SMS 8) provided the necessary maintenance assistance. For a Big Ten game, with favorable weather conditions, they anticipate some 300 aircraft will fly in. An aerial photo shows the "Iowa City Tower" on top of the Terminal Building and a portion of the aircraft that were parked for the September 29 game with Oregon State.

Regions Briefed on NOTIP

Another meeting of national significance was held at the Regional Office on October 19. Representatives from each of the Regions in the "South 48" states, ie., Eastern, Southern, Southwest and Western Regions, convened to get a thorough briefing on the Northern Tier Project (NOTIP). These representatives will, in turn, go back to their home Regions and conduct an intensive briefing of their Regional Office and field facility personnel in an effort to recruit as many highly qualified ATS and Maintenance personnel as possible to staff the three SAGE Direction Centers (Great Falls, Minot, and Grand Forks), where FAA will provide air traffic control service beginning approximately one year from now.

Much of the information covered at this meeting is contained in the FAA brochure on the Northern Tier Project which has been given distribution to all ATS facilities. Many other details of this program were discussed with the Washington Office of Air Traffic Service, Systems Maintenance Service, and the Office of Personnel and Training to enable the Regional representatives to answer the many questions that will be generated by field personnel.

Pilot Briefing Service Developed

The Kansas City FSS has developed an outstanding Pilot Briefing service desk through their own initiative and ingenuity. The briefing desk is shown in the picture that depicts the features of the installation, which provides up-to-date data for either the "walk in" pilot trade, or telephone briefing service. Included are navigational maps, current NOTAM display, sequence weather reports, forecasts, 6-hourly facsimile surface map, local airport chart, and the correct time. Plastic holders are used for weather data, NOTAMS, and for chart overlay. Does this give your FSS any ideas?

Stavig New Resident ATS

Orren M. Stavig, formerly of the Cedar Rapids Tower, has been assigned to the Resident Air Traffic Specialist position at Kincheloe AFB, Sault Ste. Marie, Michigan, vice Al Rounds. Al has decided he wanted

some more "combat duty", after having gone into the RATS job from Chicago Midway Tower when it was at it's old time glorious peak, and is now back in the O'Hare Tower--which is just like Midway was, as far as traffic is concerned, except that ORD has jets, and plenty of them.

Godsey on Critical List

James E. (Ernie) Godsey, FAA Air Defense Liaison Officer at Headquarters, 30th NORAD Region, Madison, Wisconsin, underwent brain surgery on September 21, at Madison General Hospital, for removal of a tumor. He has been on the critical list since that date. He was visited by the Chief, Air Traffic Division recently. Although conscious and able to carry on a conversation reasonably well, he is still paralyzed on the left side.

As the result of information published in the last issue of Flight Lines, together with the notification of many other people on his condition, Jim has received a large volume of mail through the cards and letters his friends have sent to him. He enjoys these greatly, since his wife, Jean, who spends many hours with him daily, reads them to him. He will continue to enjoy hearing from you, since this is his only contact with the people he knows--so keep on writing!

Layton Retires

John D. Layton, Sr., a Supervisor at the St. Louis FSS, retired on September 16 after completing 42 years of Government service. John was born in Nilwood, Illinois, and later moved to Missoula, Montana. He joined the Navy in 1918 and after 17 years service, transferred to the Fleet Naval Reserve. Prior to EOD with CAA, John worked as a Broadcast Engineer at commercial radio stations KMOX, WTMV, and KFRU at St. Louis. His first duty with CAA was in 1937 at Neosho, Missouri. Transferring to St. Louis in November, 1939, he remained until May, 1942, when the Navy recalled him to active duty. He retired from the Navy four years later as a commissioned Chief Warrant Officer, with twenty-one and a half years service.

John returned to the St. Louis FSS in 1946, where he remained until his retirement. Since 1948, he has served as a supervisor and training officer at this facility and his CAA/FAA service record contains many citations and awards for outstanding and sustained superior performance. The picture shows St. Louis FSS Chief, M. F. O'Brien and John, who is holding a watch which was presented to him by his co-workers as a memento of his retirement.

NOTIP Coordinator Announced

Kenneth W. Hollinger, who was Chief, En Route and FSS Section in the Planning Branch, has been selected to fill the NOTIP Project Coordinator position. This is a new staff position created to coordinate all plans for implementing air traffic control service at the three Northern Tier SAGE Direction Centers at GTF, MOT, and GFK. Hollinger reports directly to the Assistant Regional Administrator in this capacity.

Federal Salary Reform Act Signed

Salary increases under the Federal Salary Reform Act are effective on the first day of the first pay period following signature by the President. The effective date is, therefore, October 14, 1962.

Employees will receive their first pay check reflecting this increase on November 8, 1962. That check will, in most instances, reflect only the automatic pay conversion. For example: An employee in GS-12 is in step 2 ($9215); his $9215 pay rate automatically converts to step 2 of the new rate--$9790.

The Act provides 10 steps within the particular grade. Longevity step increases as such have been eliminated. Waiting periods for step increases in each grade are changed as follows: (a) 52 calendar weeks for first three steps (2-3-4); (b) 104 calendar weeks for next three steps (5-6-7); (c) 156 calendar weeks for last three steps (8-9-10).

Ingrade increases under the Act cannot be made until the supervisor has certified that the employee's performance is of an "acceptable level of competence". Instructions on processing ingrade increases under the new Act were received in the Regional Office October 23, 1962. Until procedures are established regarding the required certification by supervisors, ingrade increases will be delayed. Within grade increases delayed because of certifications will be processed retroactive to the effective date.

Employees who met all requirements for within grade increase under superseded regulations prior to midnight October 13, 1962, and who would have received increase effective October 14, 1962, have vested right to such increase notwithstanding new requirements effective October 14, 1962.

Detailed information regarding changes required by the Act will be issued in the form of a regional Notice as soon as possible. Due to the heavy workload in the Payroll and Personnel offices, employees are discouraged from either writing or telephoning them.

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Heart Surgery for Lybarger

Art Lybarger, Operations Branch Chief, underwent major heart surgery at the Mayo Clinic in Rochester, Minnesota, on Saturday, October 20, for repair of a restricted aorta, which involved a six hour fifteen minute operation.

According to present information, they were able to replace the damaged section of the aorta (the large blood vessel which carries the blood supply from the heart) with plastic tubing and he is making satisfactory progress. He still has a long way to go, however, before he can be taken off the critical list. Art will welcome cards and letters from his many friends and acquaintances throughout the Region and elsewhere to give him moral support and best wishes for a full recovery. Address: c/o Methodist Hospital, Rochester, Minnesota. Write now!

Worcester Hospitalized

Myron H. Worcester, a member of the Operations Evaluation Staff and an old timer known to many FSS personnel, is also in the hospital with cardiac trouble. He suffered an attack while returning from a trip about a week ago and is currently in Trinity Lutheran Hospital, 31st and Wyandotte Street Kansas City, Missouri, making satisfactory progress. Myron would also appreciate hearing from one and all that know him, as a twenty-four hour day seems at least twice that long when you are forced to spend it in bed. Drop him a line.

St. Louis Area Supervisor Selected

O. M. (Ollie) Hasek, formerly the St. Louis ARTC Center Chief for many years, has been transferred in-grade to fill the St. Louis ATAS position vacated by Blackburn.

DO YOU KNOW HOW TO USE THEM ?