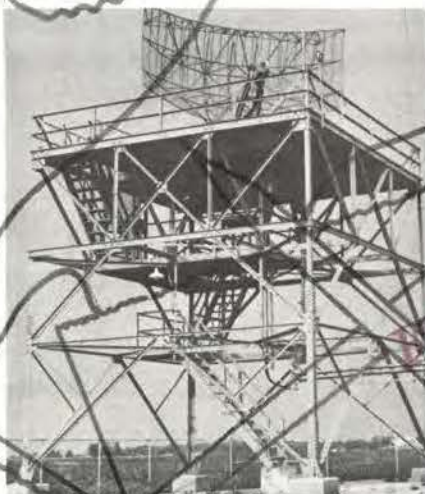


MS-110

FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION



September, 1962

FAA Library



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

As you probably all know by this time, a decision has been made by the Administrator to transfer all FAA facilities and offices in the State of Montana to the Central Region effective September 30, 1962. This is consistent with the plan to place under the jurisdiction of a single region the administration of those Air Traffic Control activities which are to be undertaken by FAA at the three SAGE Direction Centers at Great Falls, Minot and Grand Forks. Since the Air Force Headquarters for this operation is at Richards-Gebaur Air Force Base, Kansas City, it was decided that the Central Region should accept total responsibility.

This transfer will add approximately 400 employees to the Central Region, increasing our total strength to about 6700 employees. These employees are assigned to 35 facilities at 14 locations in Montana.

As this issue goes to press, Mr. Joe Tippetts, Assistant Administrator, Western Region, and I expect to be meeting in Montana with as many personnel as possible to broadly outline plans for the transfer and answer as many questions as can be answered at this early date. I look forward to these meetings. While there is always a natural reluctance on the part of employees to change Regions, since it inevitably requires dealing with new people and minor changes in established procedures, I am sure we will find the same caliber of interested, enthusiastic and loyal FAA employees in Montana as are found elsewhere, and that they will quickly merge into the Central Region team to help effectively accomplish our programs.

I am sure that all present Central Region employees join with me in welcoming these employees to our ranks. The addition of Montana offers us the challenge and opportunity to continue in our Region the fine relationships and assistance which the Western Region has been providing these employees and to seize every opportunity to cooperate with our new colleagues in making them important and integral partners in our effort.

J. M. Beardslee

Structures and Grounds Maintenance an Integral Part of Program

There are approximately 1200 FAA sites within the Central Region where FAA equipment is installed and, as such, represents the Central Region's part of the Federal Airways System. The equipment ranges from ARTC Centers and long-range radar installations to fan markers and light beacons. The maintenance, repair, replacement, improvement and modification of all associated structures, grounds and plants is a responsibility of various groups of specialists within the Systems Maintenance Branch. This involves numerous engineering specialists, maintenance mechanics, construction mechanics, electro-mechanical technicians, painters, specialized helpers and station laborers.

The field organization covering this work is basically represented by six Structures and Grounds Maintenance Sectors. These are located at Watertown, South Dakota; Minneapolis, Kansas City, Vichy, Missouri; Fort Wayne, Indiana, and Joliet, Illinois.

Each related engineer and specialist plays a most important part in the reliability and integrity of the Federal Airways System. Responsibility in this area includes the full range of equipment and facilities--approach light lines; radio transmitting, receiving and range stations; radar antenna towers; microwave link transmission towers; light beacons; air conditioning systems; power generating plants; buildings; access road; drainage and sewage systems; underground and overhead power transmission lines; internal power distribution systems and control cables.

Underground cable includes approximately 375 miles of underground power and communication lines which must be maintained and occasionally replaced. Where as some work can be planned and occasionally delayed, cable repair cannot. As a general rule the



General Maintenance Mechanics repair a cable at the Kansas City ASR. Bob Foushee is in the Bosun's Chair. (l to r) Leslie Jones, Jerome Smith and John Rawlings hold guy ropes.

first indication of a power cable failure occurs when the facility is reported out of service or operating on emergency power. The first indication of trouble involving a communication or control cable is a loss of voice communication, facility monitoring, or the effective control of equipment. Such situations will in most cases render the facility useless. Locating the cause of such cable failures can be very laborious and difficult. Persons so concerned are convinced that cable failures occur only when the ground is wet, muddy, frozen, covered with snow or outside working conditions are otherwise next to intolerable.

Each of the six Structures and Grounds Sectors within this region has special equipment for locating and tracing an underground cable route and to detect and locate cable faults. Power cable faults are located through the intentional development of a high voltage breakdown at the location of the fault. Failures in communication cables are located with a low voltage instrument and frequently through the use of pulse techniques.



Bob Foushee is shown using high voltage test equipment to detect and locate cable faults.

With the advent of long-range radar and the need for radar micro-wave repeater links came the problem of critical tensioning of the many associated antenna tower guy wires and cables. Pictured is an FAA employee checking one of the 15 guys on a 200-foot micro-wave tower. Tensioning is critical and must be correct in order to keep the micro-wave reflector located atop the tower in a position to properly beam the radio signal to the next repeater facility.



Rogers Brown, Everett Bahrke and James Poulsen are shown completing the final cable pull from the Ypsilanti Tower located on the fifth floor of the Administration Building to the ground floor pull box.

Facility accessibility is a major factor in providing adequate equipment maintenance and maximum continuity of service. Over 400 miles of FAA roads and accessways are now maintained within this region for exclusive use in reaching FAA sites and installations. The control of vegetation on facility plots and access roads is and has always been a major problem. This becomes quite difficult when it is necessary to completely kill all vegetation and not affect a neighboring lawn or cornfield. Selective types of herbicide will kill only certain kinds of weeds or grasses. This frequently requires special equipment for application of chemicals and careful mixing and handling to obtain the desired results.



Jerome Schmidt (foreground) and Leslie Jones apply herbicide to vegetation at Kansas City Glide Slope.

In order that proper airborne performance tolerances can be maintained at ILS facilities, it is often necessary to design, construct, and install reflector screens. This may consist of vertical or semi-vertical reflecting screens behind localizer antenna arrays and/or horizontally installed counterpoise structures located on the approach side of

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Aviation Medical Examiner Cited

Dr. Eugene F. Ritter (r) Aviation Medical Examiner, Centerville, Iowa, received an FAA award for outstanding service in an aircraft accident investigation.



The plaque, bearing the inscription "for distinguished service" was presented by Dr. James L. Goddard, Civil Air Surgeon, to the private practitioner in recognition of his outstanding service in the investigation of the Continental Airlines accident near Centerville, Iowa. The presentation took place at the University of Michigan where Dr. Ritter was attending a 3-day Aviation Medical Seminar.

Dr. Ritter, an FAA Aviation Medical Examiner since June, 1960, was one of the first people on the scene of the aircraft accident, and was the first to locate and treat the lone survivor. He stayed on guard at the area through the night, and under his direction and supervision the wreckage was kept off limits to intruders until the Civil Aeronautics Board investigators arrived. This made possible the preservation of valuable evidence required by the investigating teams.

Dr. Ritter holds a private pilots license, and owns his own aircraft. He is also a member of the Flying Physicians Association, a member of the College of Surgeons and of the County and State Medical Association of Iowa.

1963 Seminar Program Launched

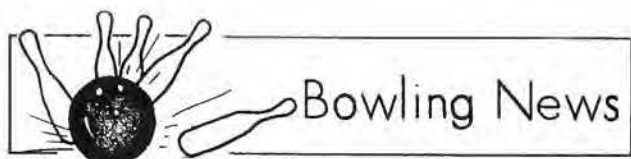
The University of Michigan at Ann Arbor was the site of the first Seminar for Aviation Medical Examiners in the Central Region for the 1963 Fiscal Year. Approximately 50 Examiners from the States of Illinois, Michigan, Indiana and Iowa, attended the 3-day session.

The University of Michigan agenda highlighted films on "Hypoxia" and "Air Travel and the Cardio-Pulmonary Patient", lectures by Professors on the staff of the University of Michigan Medical Center pertinent to advancements in the field of aviation medicine, and presentations by Dr. McMillin, Regional Flight Surgeon, covering FAA practices and procedures.

The next Seminar in the Central Region took place at the University of Minnesota on August 13, 14 and 15. Physicians from the states of Minnesota, North Dakota and South Dakota attended. Representing the FAA from the Washington Headquarters and assisting Dr. McMillin, were Dr. James L. Goddard, Civil Air Surgeon. Seminars, sponsored by the Aviation Medical Service, are conducted for the benefit of those doctors who are authorized to give physical examinations to pilots and others requiring medical certificates. Since establishment of the Seminar Program in the Central Region, approximately 400 Medical Examiners have attended these training sessions.

At least one month prior to any Seminar, the office of the Regional Flight Surgeon takes on its customary beehive activity centered in the collection of aviation medicine data for

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Bowling News

Terre Haute Team Wins Mail Bowling Championship

The second annual Mail Bowling League was won by the Terre Haute entry. The team was composed of: L. Loyd and J. Whitkanack, FSS; R. Konopka, C. Metzger and H. Cundiff, Tower; and R. Groh, Electronic Specialist.



Top row: (l to r) H. Cundiff, Tower; J. Whitkanack, FSS; R. Groh, ES; Bottom row: (l to r) C. Metzger, Tower (Capt.); R. Konopka, Tower; and L. Loyd, FSS.

Their current season league average was 849 (scratch) per game, with a winning handicap score of 1021.



Ray Bachofer, FSS, Rapid City, winner of high individual game - 199, is shown in action. High individual series - 522 was accomplished by H. Cundiff.

Bowling League



Joe P. Fornelli, Aviation Facilities, one of the members of the winning team, accepts trophy from A. E. Drakenberg, Air Traffic, former President of the FAA Bowling League, at their annual banquet.

The end of last season's FAA Bowling League was celebrated with the usual enjoyable banquet, prize money and trophies were happily received by the worthy ones, and even the unluckiest of bowlers found their sorrows somewhat mitigated by the contents of their pay-off envelopes. This is always a happy occasion, and adds the final touch to many weeks of fun and relaxation enjoyed by the bowlers of FAA.

The new season began the last week in August. Because of the growing popularity of the Bowling League, there are two leagues this year. One 8 team league will bowl on Monday evenings at 6:15 at the Mission Bowl in Mission, and the other 8 team league on Friday evenings at 6:15 at the Broadway Bowl downtown. At the end of the season, a roll-off is planned between the winning teams of each League. Anyone interested in bowling on either Monday or Friday nights, regularly or as a substitute, should contact Jim Gillespie, Ext. 311.

Officers elected for the 1962-63 season are as follows: President - Jim Gillespie; Vice-President - Margaret Evers; Secretary, Mission - Dotty Whitney; Treasurer, Mission - Glen Hilts; Secretary, Broadway - Marie Yulich; and Treasurer, Broadway - Larry Everitt.

Air Traffic

A number of events have taken place in the two months that have passed by since the combined July-August issue of Flight Lines went to press. We will try to recap a few of them from memory and the various scraps of paper we have accumulated in our "suspense" file folder since the last publication, which bear notes on items that have been mentally reserved for this month's issue. Unfortunately, we overlooked the fact that two months would ensue between the date the combined July-August copy went to press and material for this current issue reached the Editors desk. Therefore, our hope that someone else would write the ATD material while we were on leave for two weeks during the period July 1-15 fell flat, and here is the usual editorial deadline date staring at us from the calendar again and, as always, we wonder---what shall we write? Let's consult a few of the notes that have been accumulated in the meantime to see what there is to offer.

Air Traffic Facility Chiefs Conference



George Kiske makes opening remarks and introduces Mr. Beardslee.

Although it is now a matter of history, for the benefit of all who did not have the opportunity to attend, the 1962 Facility Chief's Conference held at the Statler-Hilton Hotel in St. Louis June 18-22 was a big success. This opinion was apparently shared by most, if not all, attendees, if the comments received and overheard from time to time are representative.



Shown above is one group of employees attending the Conference.

It is felt that this year's conference was an improvement over the Milwaukee Conference last year, primarily due to the schedule providing more individual sessions for the FSS, Terminal, and Center chief groups. This, incidentally, resulted from a suggestion offered by the majority of chiefs following the close of the 1961 MKE meeting. From personal observations during visits to a number of the individual option sessions, the chiefs took a very active part in the program, discussing the subjects and problems on the agenda. This personal exchange of information and ideas is the real basis for a successful conference.

There was a good representation from neighboring Regions, the Washington office, and, of course, several key people from other Divisions in the Region, all of whom contributed greatly to a very diversified and worthwhile program. As usual, Art Lybarger, the Conference Chairman, and the several committee members who steered this project until it was launched and under

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way during the week of June 18, did a fine job. This was the result of a lot of hard work, and Art and the Committee deserve credit for another success.

We must also give the local St. Louis talent, under the direction and supervision of Ollie Hasek, Center Chief, well deserved recognition and credit for the very versatile and entertaining program they provided at the banquet. Hasek's "Variety Show", composed of members of ATD facilities, provided both professional quality entertainment and laughs for everyone.



Chief's and their wives attended the banquet.

Powder Puff Derby Participant from Lincoln FSS

The All Women's Transcontinental Air Race (AWTAR) conducted between the West Coast starting point at Oakland, California, and the terminus at Wilmington, Delaware, July 7-11, was of particular interest to the Region this year, and specifically the Air Traffic Division, in the following respects. First, the only FAA pilot who entered as a contestant in this unique air race was Mildred Barrett, Lincoln FSS. Mildred, who received her Commercial Pilot Certificate during the past year, piloted a CESSNA 172 (TAR #38), with another Lincoln girl, Evelyn Sedivy, serving as her co-pilot.



William Long (left) President OX/5 Club and past President of the Aero Club of Kansas City and George Kiske joined Mr. Newman in presenting a certificate to Mildred Barrett in recognition of her participation in the Powder Puff Derby.

They were among 99 women pilots in 54 aircraft who entered the AWTAR this year, with the race standards raised to require participating pilots to hold a Commercial or an Instrument Rating. While Mildred and her co-pilot did not win the race, they won two prizes on different legs of the transcontinental route.

In recognition of her efforts, and as the sole FAA contestant, Mildred was presented with a certificate of recognition by Henry L. Newman, Deputy Asst. Administrator, during her visit to the Regional Office on July 26. Although preparing for and participating in the AWTAR involved a lot of hard work, together with the use of annual leave and quite a bit of her own money, Mildred advises that she hopes to take part in the Powder Puff Derby again next year.

A second reason for interest in the Derby was the fact that a temporary control tower was operated at Scottsbluff, one of the official stopping points, to handle the race traffic and other aircraft flying in to BFF to observe the race activities.

The temporary tower was manned by Jack Shinn and Billy Painter of the Kansas City Tower, with John Doerflinger, Terminal Section, Operations Branch, supervising operations.

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The BFF FSS did an excellent job in handling pre-flight and in-flight pilot briefing, flight plans, and other duties with the 32 AWTAR contestants who landed at BFF, plus other aircraft who operated into BFF for this occasion. FSS and Towers at Grand Island, Des Moines, and Peoria also handled the AWTAR aircraft and pilots in commendable fashion, since the e were other Central Region stopping points on the coast-to-coast race route.

Very favorable reports have been received from the AWTAR Race Committee for the excellent service rendered to the race contestants by all Central Region ATD field facilities during the 1962 event.

Experimental Aircraft Association Convenes at Rockford



A general view of aircraft at the EAA Convention.

Rockford Tower again moved into the "big league" activity ranks during the period August 1-5, when the Experimental Aircraft Association (EAA) held their annual show at RFD for the fourth consecutive year. During the 5-day event, which attracted members and entries from all over the U.S. Canada, and foreign countries, plus thousands of visitors to observe the "home built" aircraft on display, demonstrations, and the aerobatic precision air show attractions, the Rockford Tower handled a total

of 14,227 operations as follows: Aug. 1 - 1,994; Aug. 2 - 2,350; Aug. 3 - 3,298; Aug. 4 - 3,301 and Aug. 5 - 3,284. Tower Chief, Smokey Smolla and his crew did a masterful job of handling the big EAA program, plus a large number of visiting fly-ins and the normal "business as usual"



R. L. Johnson and R. P. Smolla, Tower Chief, operate a special remote tower set up on the airport to handle traffic.

operations during this period. On Aug. 6, RFD TWR reported "back to normal" with 272 operations recorded. The RFD FSS handled 421 flight plans during the same period, and operated a pilot briefing desk on the EAA flight line under a tent, adjacent to the Weather Bureau weather briefing desk, which were provided to give direct service to pilots arriving and departing from RFD during the dates the EAA show was in progress.



Paul Probenzy, President, Experimental Aircraft Association (EAA) at the microphone presides at trophy presentation ceremonies. Looking on, first and second from the left, are W. J. O'Toole, Chief, Engineering and Manufacturing Branch and A. M. Samus, Supervising Inspector, EMDO 14, Muskegon.

Since this show is one of the annual major aviation events and attracts people from all over the U. S. and other countries, the excellent publicity received by the FAA through the efforts of our Rockford facilities is an important achievement in public relations. The EAA presented a trophy to the Air Traffic Division in recognition of the services rendered by RFD facilities. It is on display in the Division Office.

Control Tower Operator Stumps the Experts



Caroline Ann Schreiner, ATCS (Tower), Hutchinson, Kansas, stumped the panel of experts on the "What's My Line" TV show recently.

Selected because of her unusual occupation for a woman, in addition to being photogenic, Caroline walked away with the prize when the panel failed to recognize her occupation. Caroline is one of fifteen Air Traffic Control Specialists in the Central Region. Considering that there are about 1,000 male controllers in the same area -- hers is a rather select group for those of the distaff side.

In her seventh year as a traffic controller, Caroline joined the FAA in 1958, as a controller at General Mitchell Field, Milwaukee, Wisconsin. She transferred to Hutchinson in January, 1960. Prior to joining the FAA, Caroline was a traffic controller in the Marine Corps, at the El Toro, California, station.

A pilot in her own right, with some 350 hours logged, Caroline flies when she can find time for it. As further evidence of her well-rounded abilities in aviation, Caroline has two parachute jumps to her credit -- done for sport, of course.

The What's My Line panel decided that Caroline worked for the Government but were at a complete loss to discover her career. This show was taped at an earlier date to enable the panelists to be on vacation at this time.

Hegland Cited for Act

Quick action on the part of two spectators, one of them Doyle Hegland, ATCS, Airspace Utilization Branch, at a recent Little League game saved a boy's life.

Eddie Poland, 13 year old Little Leaguer, knocked unconscious by a ball and/or fall was not responding to his father's attempts to revive him. Hegland and Sam Sharp observed that the boy was not breathing, that his pulse was indiscernible, and that his color was such as to indicate that his condition was serious. They immediately started mouth-to-mouth respiration. This required prying the boy's jaws open and inserting a finger to remove the tongue which was obstructing his throat.

After approximately five minutes the boy's color improved, but there was no other indication that he was responding. Mouth-to-mouth respiration was continued with the result that the boy became semi-conscious. With this gain in his condition, he immediately closed his jaws with such force that Hegland's

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Payroll Savings Plan Participation Up

The recent Freedom Bond Drive resulted in 226 new subscriptions and 96 increased subscriptions to the Payroll Savings Plan. The following is an organizational breakdown reflecting the increase:

	New Subscription	Increased Subscription
Emergency Readiness	2	
Accounting	4	3
Management Analysis	2	
Administrative Services	2	
Personnel and Training	6	2
Budget	1	
Aviation Facilities	104	30
Air Traffic	70	44
Flight Standards	31	16
Aviation Medicine		1
Airports	4	

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right forefinger was broken as he extracted it. The boy was then fully conscious and breathing on his own but in a state of shock.

Approximately two minutes after regaining consciousness the Kansas City Missouri Police and Fire Department rescue unit arrived. The boy was placed in an ambulance and removed to the hospital. The entire episode was witnessed by approximately 100 persons.

Little doubt was left in their minds that the quick action by Hegland and Sharp resulted in saving his life. Both men have been active in youth work in the Kansas City North area for several years.

Heart Attack Fatal to FSS Chief, Rockford

Ralph P. Turnbull, Chief, FSS Rockford, Illinois, suffered a fatal heart attack June 23, 1962. He had attended the Chief's Conference in St. Louis which concluded June 22, and was visiting a brother in Wentsville.

Mr. Turnbull was appointed to the FAA at Tarkio, Missouri, May 12, 1932. He served at Adair, Iowa; Vandalia, Ohio;

Moline, Illinois and Chicago before his assignment to Rockford in December, 1939. He served continuously at Rockford since that time and was promoted to Chief in March, 1942.

Mr. Turnbull was born in Brockton, Ia. July 15, 1906, and is survived by his widow, Glendora and three sons - Melvin, Glenn, and Ralph.

Employees Recognized

Presentation ceremonies were held throughout the Region during the month of July at which honorary and cash awards were made for employee contributions under the FAA Incentive Awards Program. Activity for FY 1962 increased substantially over FY 1961.

The Program established under the Government Employees' Incentive Awards Act provides for formal recognition of employees for their contributions to improve efficiency and economy of operations. The majority of employee contributions fall into two categories: The idea or invention type in which employees suggest improvements in operations or the performance type for which special recognition is merited.

Incentive Award presentation ceremonies are held throughout the year. There is, however, a considerable increase in activity at the end of the fiscal year; particularly in the performance contribution category. In the majority of instances employees pictured have been recognized for work performance.

This year presentation ceremonies also served as the occasion to present certificates in recognition of an Outstanding Performance Rating to employees.

Beginning with this issue, photographs of Incentive Award presentation ceremonies will be printed. Space limitations will not permit presentation of all of the pictures in one issue. Succeeding issues will, however, carry additional pictures until all have been printed.

Central Region Employees Receive Recognition



A Group Sustained Superior Performance Award was presented to the entire staff of the FSS, Green Bay, Wisconsin, by Norman Amundsen, Chief, SMDO 9 (Area Coordinator). The group included

first row from left to right: Melvin Gattens, Markus Richter, Cecil Sparling, Norman Birkholz. Second row: Robert Golueke, Lee Nimmer, Roger Marchant and Rolf Hempel.



Edwin B. Schaeffer (l) Supervising Inspector, GADO 5, Detroit, presents a Suggestion Award to Mrs. Hazel Smith, Aviation Clerk. Frank Webb and Frank Skopinski, Maintenance Inspectors, are holding awards which they received for Sustained Superior Performance.



St. Louis ARTCC personnel are pictured after presentation of Outstanding Performance Rating Certificates and SSP Awards. (l to r) Alex Spears, Norman E. Burrows, Walter E. Von Steiger, Harry Salyer, Art Lybarger, Joseph E. Green and Ferdinand Belz.

Under Incentive Awards Program



Ralph W. Bugg (l), Chief, SMDO 12 presents Suggestion Award to Robert P. Boston, EMT, SMS, Detroit.



A "Certificate of Encouragement" was presented to Elmer Gerfen, Chief, Omaha Rapcon by Bonnie Baker, Watch Supervisor, Omaha FSS. In addition, Elmer was presented with a check for the payment of the coffee and rolls served during the ceremony. He accepted the certificate but tactfully declined the check indicating that he was unworthy of this \$ingular honor.



Don W. Lowrey, Chief, SMDO 6 (Area Coordinator) Omaha held ceremonies at which supervisors presented certificates and cash awards. (l to r): Lowrey, Lorrene C. Kowal, Secretary, SMDO 6 (SSP); Richard E. Coleman, Sector Chief, ADC Radar, presented



Michael A. Mangino, CS/T Muskegon, received a Sustained Superior Performance Award from Iver R. Carlson, Chief.

a Suggestion award to Roy F. Wade, back row right; Darrell R. Phillips, FSS, OPR/SSP and John H. Roach (SU) received their awards from Joseph A. Schmidt, Chief, FSS, second from right back row.

Administrator States Goal and Philosophy of Personnel Management

Order OA 3200.1 issued May 11, 1962, by Administrator Halaby presents the goal and philosophy of personnel management in the Federal Aviation Agency. The goal of the Agency, stated simply, is a top-quality work force. Attainment of this goal is a difficult and never-ending task. The people best qualified must be sought out; applicants must be hired selectively and objectively. Employees must be motivated, trained, developed and employed wisely and well. The effective must be nurtured; the ineffective weeded out. Above all, supervisors must approach their jobs with a conscious awareness of this goal and the responsibilities and obligations which it places on each of them.

In working toward this personnel management goal a common philosophy must be adopted which will be a guide in attaining this goal. Once adopted, this philosophy must be practiced genuinely and fairly by all and for all. This philosophy is summed up under the following five points:

- a. The Federal Aviation Agency holds that the welfare, morale, safety, and general well-being of its people are matters of basic concern and responsibility.
- b. The Agency expects its employees to understand their jobs; to be effective in their work; to broaden their skills and abilities; to respect proper authority; to avoid conflicting interests; and to conduct themselves in keeping with the standards of excellence which characterize the FAA.
- c. The Agency recognizes its obligations to respect the dignity of each employee; to foster pride in organization; to provide a pleasant, safe, and healthful work environment; to honor the legal and moral rights of its people; to offer career opportunity and stability; to assure equitable pay treatment;

to reward deserving employees; and to weed out those who detract from the high quality of the work force.

d. The Agency agrees fully with the merit principle of the Federal Civil Service and shall strive vigorously to seek out, employ, develop, and retain the best qualified and most suitable persons available.

e. Discrimination because of race, color, national origin, religious persuasion, lawful political affiliation, sex, or non-disqualifying physical limitation shall have no place in the conduct of Agency business.

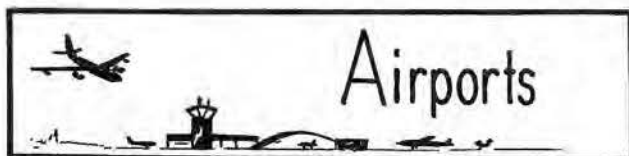
Instructor Training Course Completed



Osvaldo Herrera, International participant from Buenos Aires, Argentina, is shown producing a transparency to be used as a training aid in his 40-minute teaching presentation. Bob Powell can be seen at his desk in the background.

The Training Branch conducted the Central Region's fifth Instructor Training Class (the first at St. Louis) at the Military Personnel Records Center in St. Louis. The class, the largest ever in this course, included, besides fifteen FAA personnel, an International Participant from Argentina, Osvaldo Herrera and two monitors from the U. S. Army Transportation and Materiel Command, Dean Larrick and Michael Flavin. Mr. Herrera, an electronic technician from Buenos Aires, will be an instructor

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Accept Station

The building which will house the Flight Service Station at the Hibbing-Chisholm Airport was accepted recently by the Airport Commission after an inspection by local, state and federal officials. Participating in the inspection were, from left, Bill Pontment of the Airport Commission; A. W. Carlson, Airport Engineer, ADO 3; S. W. Wendel, Architect, Airports Division; Larry McCabe, Minnesota Commissioner of Aeronautics; and Carl Hensen, State Department of Aeronautics. Electronic equipment is now being installed with an estimated October operational date.



Clerk Steno Resigns After Fifteen Years Service

Mrs. Jean E. Stinebaugh resigned from her position of Clerk (Stenography) in Airport District Office No. 3, St. Paul, Minnesota, July 27, 1962. Mrs. Stinebaugh had been with this organization for approximately fifteen years. She was honored by District Office personnel at the Lowry Hotel, with Arthur W. Carlson, Airport Engineer, acting as master of ceremonies. Members of the group expressed their sincere regret that Mrs. Stinebaugh was leaving but wished her every happiness in the future. A transistor radio was presented to her as a parting remembrance.



Thailand Nationals Visit O'Hare

Subsequent to their visits to the Regional Office; St. Louis, Mo.; and St. Paul, Minn.; ADO 4, Chicago, assisted Dr. Boonsorn Boonsuhka and Mr. Charik Saligupta, executives of the Civil Aviation Administration, Ministry of Communications, Thailand, in their quest for airports information.

This included inspections at O'Hare Field from the tunnel labyrinth under the terminal building area to the top of the incomplete restaurant building with its "sky hook" roof supported by cables imbedded in concrete "joists" emanating from a tension ring in the center of the roof. (The tension ring weighs 14 tons). This will provide a complete upper floor uncluttered by columns.

An interesting sidelight on this construction is that prior to concreting operations, all cables were adjusted to a uniform "droop" under a load of pig-iron of much greater total weight than any load to be expected on the roof in the future. It was reported that this procedure placed all of the concrete roof structural members in compression when the pig-iron was removed.

Traffic at O'Hare continues to increase and construction work on all phases of the vast terminal network is being rushed. The

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when he returns to Argentina. Messrs. Larrick and Flavin expect to establish an Instructor Training Course for their organization.

FAA class members were: Robert M. Barnett, Peoria CS/T; John W. Blizzard and Irving R. Bernhardt, St. Louis Tower; Drexel D. Collins and Robert C. Powell, St. Louis SMDO; Robert L. Halpain, Lincoln Tower; Robert H. Hill, Salina FSS; John D. Layton, St. Louis FSS; Merton W. McLellan, Max E. McCollam, Loren F. Seger and Dearel C. Sullivan, Jr., St. Louis Center; Charles F. Terry, Springfield, Illinois, SMS; Joseph F. Wilmering, Jr., St. Louis SMS and Arthur D. Woodin, Joplin, FSS.



Shown hard at work preparing training aids are (l to r) Bob Halpain, Dean Woodin, Wayne McLellan, Joe Wilmering, and Max McCollam. Bob Barnett is seated at the typewriter in the back of the room.

Employees' Association Sponsors Immunization Program

The FAA Employees' Association is again sponsoring the immunization program for Regional Office employees and their dependents. The second in a series of polio immunizations has been completed. Both the Salk vaccine and the newer Sabin oral vaccine are used. The program is paid for by funds derived from vending machines in the snack bars. Membership in the Association is limited to Regional Office employees.

ATC/Air Defense Integration at Three Sage Centers Announced

Agreement on joint use of three carefully selected U. S. Air Force SAGE (Semi-Automatic Ground Environment) Direction Centers for conducting air traffic control and air defense operations was announced August 7 by the Administrator and Assistant Secretary of the Air Force for Materiel, Joseph S. Imirie, representing the Department of Defense.

The SAGE Centers are located at Great Falls, Montana, and Minot and Grand Forks, North Dakota.

Availability of these three SAGE center radar facilities will help FAA to serve an area not now adequately covered by existing FAA radar and will, in conjunction with additionally programmed FAA radar, speed up the Agency's plan to expand positive control service over the 48 contiguous states during 1963.

The objective is to provide an improved air traffic control capability for the FAA by utilizing existing resources of the government in order to avoid duplicating facilities, equipment, and overlapping functions. The accomplishment of the air traffic control functions through the use of the SAGE system will also facilitate air defense operations through closer coordination of information. The use of SAGE by the FAA will not affect current military manning nor interfere with the military operations in the three SAGE Centers.

It will take about one year to prepare the three facilities for the air traffic control mission, depending upon construction modifications, installation of additional equipment, selection and training of personnel and related needs.

Concurrent with the activation of these facilities, the present FAA air route traffic control center at Great Falls, Montana,



Hulda Dahl Retires



Sixty-eight FAA'ers attended a luncheon on June 25 at the Villa Capri to honor Hulda Dahl, upon her retirement after 21 years of government service. A Hamilton watch and an arrangement of "Asters" intermingled with "real live dollars" were presented to her. Voices were heard asking "Where do you buy seed to grow asters like that?" Hulda's glib answer was "You've heard of all the money the Astors have!" Hulda will be missed by her many friends.

Eichem Selected as Assistant Division Chief

Leslie R. Eichem, Chief, Maintenance Branch, has been selected to fill the Assistant Division Chief's position.

Born in Westmoreland, Kansas, Eichem came to Kansas City in 1932. After brief employment as a mechanic for one of the local operators, he joined TWA as a mechanic. He remained with TWA for over 6 years and progressed from mechanic to Supervising Mechanic, to Flight Engineer. During this time, he learned to fly and obtained a commercial pilot's license.

Ike joined the CAA in 1940, in what is now the Southern Region, and spent 2 1/2 years in the General Aviation District Office at Jackson, Mississippi, as the Maintenance Inspector. During his next ten years he held several supervisory positions in the Atlanta Regional Office and was Chief of the General Inspection Branch just prior to the consolidation with the FTW Region. After a year or so in Fort Worth, he came to Kansas City in December, 1954, as Chief of the General Maintenance Branch of the General Safety Division. Since coming to Kansas City he has progressively moved from that position to Chief, Maintenance Branch, and to his new position as Assistant to George Ireland.

Ike brings to the Division an extensive and varied background of CAA-FAA experience. While he has worked primarily with the maintenance phases of Flight Standards, he is not unknown to the other branches. During the many changes in Flight Standards organization, he has been associated closely with the other branches in one way or another. That Ike will keep an eye on all branches and can be counted on to provide excellent advice to them when needed is a certainty.



The above picture is through the courtesy of visitors to a recent Jaycee fly-in at Holman Field, St. Paul, Minnesota. It was accompanied with the following letter: "To the Pilots of FAA Aircraft N56: My little boy and I wish to 'thank you' for showing us your 'big' airplane and its equipment at Holman Field last Saturday. We thought you might like these souvenir photos that the little boy took (with Daddy's help). Thanks again. Sincerely, Robert L. Logman.

Continued on Page 24

will be phased out and its operations relocated to the Great Falls SAGE Direction Center at Malmstrom Air Force Base. Portions of the area now controlled by the Centers at Minneapolis and Denver will also be reassigned to the SAGE Centers at Minot and Grand Forks. The Minneapolis and Denver Centers will continue to function as in the past.

The FAA will reimburse the Department of Defense for the cost of utilities and services required for air traffic control. The three SAGE facilities will require a total of 150 to 180 FAA controllers. This is comparable to the complement of controllers that would be required for a single FAA air route traffic control center controlling an area of equal size.

Controllers for the three SAGE Centers will be recruited from existing air traffic control facilities. Relocations will be handled so as to create minimum disruption of control operations and personnel.

The SAGE Centers are part of the nation's extensive SAGE system of air defense and warning. The system uses radar, high speed communications, computers and other electronics equipment.

Air traffic control and air defense operations have certain characteristics in common. They both depend on surveillance and display of the air situation, data processing, fast communications and identification and other common requirements. The FAA and military operations at the three "Northern Tier" centers, however, will be managed separately and will retain individual identities.

Selection of the centers for air defense/air traffic control integration is in line with the Presidential directive of November 7, 1961, to the Administrator on implementing the recommendations of the Project Beacon Task Force Report. The President directed

Halaby to design a modern air traffic control system using those elements of the air defense system that would advantageously meet air traffic control requirements.

Filing Device Saves Time

The following device is being used in an SMS office to make it obvious at a glance on what shelf and in what order a three-ring binder should be placed.



Marjorie J. Rucinski, Clerk-Steno, SMS 64, Chicago, demonstrates the system she uses to insure that binders are returned to their proper place.

All similar binders, i. e., property, supply requisition, schedule of allowance; are grouped together and placed in the desired position in the bookcase. A continuous diagonal line is drawn on the backs of all the binders on one shelf, starting from left to right, top to bottom. Strips of tape long enough to extend around the side of the binder so it will wear better are applied on the back of each binder following the diagonal line. A different colored tape is used for each shelf of binders. If a binder is misplaced or taken from its particular shelf, the diagonal line is broken. If placed on the wrong shelf, it is immediately apparent because of the different colored tape. This device should insure that the binder gets back on the right shelf in the correct order. Who has the binder if it is not in the proper place is a problem that it does not solve.



Begley Heads Engineers Society



Denzil R. Begley, Chief, Systems Maintenance District Office 10, Chicago, is the newly elected head of Airways Engineers Society, a group made up of 4,500 Federal Aviation Agency engineers and technicians. For those who know him,

Begley's election comes as no surprise, for more than half his life has been spent in the electronics field. He is a native of Buffalo, North Dakota, and attended school both in North Dakota and Illinois. He served with the War Department in an electronics capacity before joining the CAA, predecessor of FAA, in 1940. All of his experience in the FAA has been in the Central Region, having served in various capacities in the Maintenance Branch. Prior to his present assignment at Chicago, he was assigned to Wichita, Kansas, as Chief, SMDO.

In addition to being head of the Airways Engineers Society, Begley is a member of the National Society of Professional Engineers, Kansas Engineering Society.

Heart Attack Fatal to ET

James A. Faul, age 42, Electronic Technician St. Louis, Missouri, Sector, died suddenly June 26, 1962, of a heart attack. He had been under a doctor's care for heart trouble for some time.

Jim came to the FAA in mid 1957 from a civilian technician position at Scott Air Force Base, Illinois. He served first at the Moline, Illinois, Sector and came to St. Louis in August, 1959.

He distinguished himself by his fine performance on TACAN, VOR, and ILS systems and earned the respect, admiration and friendship of all with whom he came in contact.

Jim is survived by his wife, a son and two daughters.



The second Materiel Specialist Training Course was recently presented in the Regional Office by personnel of the Materiel Branch. This one week course included general orientation and instruction in basic materiel procedures. Systems Maintenance Branch District and Sector office personnel attending are pictured above from left to right: Robert H. Moline, SMDO 5, Minneapolis; Donald C. Husk, SMS 117, Farmington; Joseph R. Barroll, SMS 77, St. Louis; Harold A. Stevens, SMS 57, Minneapolis; Roy T. Mundkowsky, SMS 115, Aurora; Arthur Maertz, SMS 64, Park Ridge; Walter S. Alexander, SMS 73, Detroit; and Joseph E. Sloat, SMDO 12, Detroit.

Directed Study Honor Roll

A recent Aviation Facilities Training Bulletin published by the Federal Aviation Agency Academy, Oklahoma City, listed 8 Central Region employees on their Directed Study Honor Roll. A place on the Honor Roll is reserved for each person completing ten or more Directed Study courses. The employees who have accomplished this achievement are: Dale H. Bischoff, 17 courses, SMDO 5, Minneapolis; Robert S. Boyd, 14 courses, SMS 43, Joplin; Eugene L. Deadrick, 12 courses, SMS 95, Ypsilanti; Edgar G. Grebe, 10 courses, SMS 56, Milwaukee; Thomas M. Jorgensen, 10 courses, SMS 62, Omaha; Emil H. Kruse, 11 courses, SMS 71, Rochester; Leo J. Paquette, 11 courses, SMS 61, North Platte; and Ramon W. Peterson, 16 courses, SMS 3, Battle Creek.



amount to be spent on reconditioning the old airline terminal building for use as the International Building is \$2.4 million. The upper and lower roadway to the terminal building has been completed and construction of the automobile parking area now underway will provide space for 5700 vehicles. The new tower to be located in the airport's parking lot is planned to be high enough to permit controller view of the ends of all runways.

Employee Radio Amateur Network Established

The proposed FAA Employee Radio Amateur Network which has been on a test basis since January has proved its capability to cover all the states in the Region. The network will be formally established at 1900 CST, September 6, 1962, on 3977 KC. Joe Stogsdill, Assistant Chief, SMS 45, Kirksville, Missouri, WØKFQ has consented to serve as net control. The following procedure will be used:

A call will be made to each station alphabetically in each district which Joe knows for sure is active at the present time. At the end of the roll call for each district, he will stand by for new stations wishing to participate in the net, and for any stations he might have missed. When the stations are called, they should signify whether or

not they have traffic. At the end of the roll call, if there is no further traffic or net business, the net will be secured, and as Joe says, "the rag chewing can carry on". We hope to generate some traffic for you, and maybe provide a surprise or two.

Private Pilots Invited To Meet With Administrator At Detroit

Private pilots from the Central Region are invited to meet with Administrator Halaby in a Hangar Flying Session and talk over any ideas or problems they may have. The meeting is planned for Saturday, September 15, 1962, at Detroit Willow Run Airport, in the General Motors Air Transport Service hangar.

Midwest pilots are advised that this is the only such Hangar Flying Session with the Administrator scheduled this year in the Central Region. For this reason a large turnout is expected.

Recent changes or those proposed in Civil Air Regulations affecting general aviation will be discussed by the Administrator. All pilots, whether members of clubs and organizations or just "on their own," are encouraged to attend.

A similar meeting was held in the Central Region last year at Holman Field, St. Paul, Minnesota, at which time some 775 pilots flew or drove in to exchange ideas with Mr. Halaby.



Duty is not all work at the Brainerd, Minnesota, VORTAC construction site. Following his day's work recently, Lynn Winter, Construction Unit Resident Engineer, inspected the facilities of Gull Lake, just a few steps from the cabin where he is staying, with the results pictured -- a 9 1/2 lb. Northern.

Veteran of 33 Years Retires

George A. Clements, 33 year veteran of the Agency, was honored recently at a retirement dinner in St. Louis. He had been associated with aviation almost from its inception.

His career started with employment as an Airway Mechanician with the Department of Commerce, Lighthouse Service, on April 1, 1929. The Division in which he was employed was headquartered in Milwaukee, Wisconsin. The area covered by that office extended from Canada to the Gulf of Mexico and from Ohio to Colorado. The staff consisted of five employees.

George was located in St. Louis with his office in his home. The sector for which he was responsible extended from St. Louis to Peoria. His duties included maintenance of beacons located every 10 miles and emergency landing fields every 20 miles. All emergency landing fields were equipped with 20-minute red flares. It was George's responsibility to place these flares in the middle of the field if bad weather was ahead. One flare indicated that the pilot was to proceed with caution; two meant to come down and land at that field.

George was one of the first to participate in radion communications from plane to ground. The first air-ground communication

attempted was accomplished by mounting a telegraph key along side the pilot in the cockpit and by trailing a 50-foot antenna beneath the aircraft. Many was the time George had to repair an antenna which was not reeled in before landing and was consequently torn off. This primitive system is a far cry from the UHF communications of today.

In 1935, George was transferred to the St. Louis-New Orleans Airway with headquarters in Cape Girardeau. He remained at this sector for 16 years until it was abolished. At that time he was transferred back to St. Louis where he remained until his retirement.

George and Mrs. Clements will make their home a their newly acquired 40-acre farm near New Melle, Missouri.

Scout Volunteers Attend Training Conference

The Philmont Scout Ranch, located near Cimarron, New Mexico, encompasses 127,000 acres of mesas and rugged mountains in northeastern New Mexico. Not only does the vast ranch include a full-scale ranching operation with cowboys, wranglers, horses, beef cattle and branding irons, but it also includes a camping operation for the Explorers and older Scouts of the Boy Scouts of America. The Volunteer Training Center where adult scouters from all over America come with their families for a combined training experience and family vacation is also located at the Ranch.

Attending recent conferences at the Training Center were: Mr. and Mrs. Lambert J. Perina and their sons Martin and Dean and Mr. and Mrs. Alvin M. Christiansen and their daughter Vicki. Perina, an Explorer Post Advisor in the Kaw Council, is employed in the Personnel and Training Division. Christiansen, serves as Assistant District Commissioner in the Cornhusker Council and is employed in the Aviation Facilities Division, SMS 51, Lincoln.

FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION

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glide slope facilities. The two screens pictured were constructed by contract and under supervision of the Plant and Structures Special Maintenance Project group. One picture shows work in progress on the construction of a horizontal counterpoise screen at the Des Moines glide slope. The purpose of this screen is to stabilize the glide slope monitor under extreme snow and ice conditions. Final results are expected to have major impact at other glide slope facilities within the Central Region.



Horizontal counterpoise screen under construction at the Des Moines glide slope.

Another screen was constructed behind the localizer antenna array at Cedar Rapids, Iowa. This screen is 450 feet long and 25 feet high and effectively cancels undesired reflections from moving trains and other objects behind the array. These back course reflections previously caused rough and erratic signals and rendered the facility unacceptable. The scoping screen stabilizes the signal whether a train is or is not present. The supporting members of the screen are pressure treated poles set in 5 feet of concrete. Anchor rods at each end are imbedded in two tons of concrete.

Although pending changes may modify certain job titles or the identifying description of certain organizational entities, plant and structures work will go on and will increase in scope. There will always be a need for men of ability, imagination, dedication and foresight to do this important work.

presentation and open discussions with designated examiners. This phase becomes only part of the necessary effort required to "wrap up" each Seminar into a truly effective training package.

Examiner reaction to Seminar presentations are generally reflected in the letters of appreciation received by Dr. McMillin following each Seminar. With excellent assists from Lorraine Campbell, Staff Nurse, and Doris Snow, Secretary, the University of Michigan Seminar will no doubt be as productive of praiseworthy comments as Seminars in the past. A total of seven Seminars have been planned for the current fiscal year for designated examiners in the Central Region.

Questions and Answers



Question: Is it not a requirement that a man should have two days in succession off for normal days off?

Answer: Two consecutive days off is a requirement during a calendar week. The regulations covering the situation where continuous activities are involved is covered in Standard Practice Part 3: 3600. 21.

Question: Is it not the Regional Policy that there should be two men on watch, at the Joint Use Radar Sites, at all times if possible?

Answer: Dual watches at Joint Use Radar locations should be provided when the number of people assigned and available will permit. The FY-63 formula-developed positions provides for 9 positions at 90 per cent of formula. It is stipulated that this complement is to provide normal annual and sick leave for the facility. Obviously, dual 24-hour coverage cannot be accomplished when anyone is off for any reason.

Industry Representatives Tour St. Louis VORTAC



V. G. Carver, and T. W. Zeigler, Field Service Engineers with Collins Radio Company, Cedar Rapids, Iowa, observe the NSMER in operation at STL VORTAC while FAA technician Gerald G. Hunt answers questions.

A group of representatives from Collins Radio Company, Packard-Bell Electronics, and McDonnell Aircraft Company recently visited the St. Louis VORTAC. FAA Electronics Technicians in charge of the facility, Gerald G. Hunt and Arnold A. Berndt conducted the tour.

W. R. Dallam, Chief, Systems Maintenance Sector 77, St. Louis, arranged the



Zeigler and Gerald G. Hunt, FAA Electronics Technician pause briefly while discussing the NSMER.

Illinois Joint Conference Held

Fulton D. Bellamy, District Airport Engineer, ADO 4, with Airport Engineers John A. Timmons and Melvin J. Fischer recently attended an FAA, Illinois Department of Aeronautics, Consulting Engineer Conference held by the state in Springfield,



John Wilson, Field Service Engineer, Collins Radio Company, and Tony Kanak, Field Service Engineer, Packard Bell Electronics, express high interest in equipment at STL VORTAC.

tour with Mr. Tony Kanak, Field Service Engineer, Packard-Bell Electronics, Los Angeles, California. Mr. Kanak, a former FAA employee, was assigned to the Establishment Branch in Kansas City.

Another tour of the St. Louis ARSR and Micro-Wave Link Equipment is anticipated by the same representatives.



Albert Nikolychik, Electronics Foreman with McDonnell Aircraft Company, St. Louis, and FAA Electronic Technician Arnold A. Berndt discuss the complexities of the TACAN monitor at STL VORTAC.

Illinois. The agenda included such topics as requirements of the Illinois public aid airport program. A better understanding and knowledge of the FAAP requirements will result because of the information exchanged during the meeting. It is possible that the Conference will become an annual event.

Cooper to Vietnam

The selection of Kenneth S. Cooper, Supervisory Air Carrier Inspector, ACDO 31, Chicago, for an overseas assignment has been announced. Ken's desire to move ahead in the Agency, and also to see the other side of the picture, resulted in his selection, promotion and transfer to Saigon, Vietnam, as Chief, Civil Aviation Assistance Group. He leaves Flight Standards, having accumulated a wealth of knowledge during his various assignments.

Ken joined the Agency in June, 1948, and was assigned to the New York Air Carrier District Office until May, 1950, when he was transferred to the Washington Office as Flight Operations Specialist in the Air Carrier Operations Branch. In September, 1951, he began a tour of duty with the Navy for a two-year assignment in MATS, and upon his release returned to his former position in Washington, specializing in helicopter activities. In August, 1959, he was transferred to Chicago as Supervising Inspector of the Air Carrier District Office, and was responsible for the operations of the Chicago Helicopter Airways.

All who knew Ken extend best wishes for success in his new assignment.

Mundy Transfers to Washington



The selection of Elwood M. Mundy, Chief Air Carrier Operations Section, for a position in Washington was announced recently.

In accordance with the Administrator's philosophy of cross-training, Woody leaves not only the Region but Flight Standards to accept an assignment on the staff of AT-1.

Woody joined the CAA in June of 1948, and was assigned to the Regional Office in Seattle, and subsequently reassigned as

Principal Inspector of Empire and Inland Airways. In October, 1950, he was transferred to Boise, Idaho, when the Air Carrier District Office was established to serve the needs of these carriers. His background and experience in helicopters resulted in his transfer in April, 1951, to the Air Carrier Operations Branch in Washington as a Helicopter Specialist. In August of 1953 he was promoted and transferred to the IDO at New York, where he served until April of 1954, when he was reassigned as Chief Advisor of the San Juan IFO.

In May, 1957, he returned to the States and was assigned as the Supervising Inspector of the Kansas City, Missouri, Air Carrier District Office. From February, 1958, until his recent transfer to Washington, he served as the Air Carrier Operations Branch Chief and Section Chief, respectively.

With this amount of diversified experience his association with Air Traffic should obviously bring about a closer relationship, and a better understanding of the many problems of mutual concern to Flight Standards, Air Traffic, and the Agency in general.

All who knew Woody wish him the best of luck in his new assignment.

Veteran General Safety Inspector Retires

Jay Whoolery of the General Aviation District Office at Wichita has retired after more than 30 years of government service. After several years with the Navy and the CAA in Washington he came to Kansas City as a Maintenance Inspector and was assigned to the Kansas City District Office. In August, 1948, he transferred to Wichita where he remained until his retirement.

Knowing that Jay planned to undertake an extensive camping trip as soon as he was "free", many of his friends and co-workers chipped in and presented him with the basic item for such a trip - the tent.

Joint Instrument Flight Seminar Held

An Instrument Flight Seminar the Aircraft Owners and Pilots Association (AOPA) in cooperation with the University of Illinois held at the University of Illinois, Champaign, was attended by Flight Standards representatives from the Washington, General Aviation District and Regional Office. The Seminar was composed of three flight courses: AOPA 360⁰ Course for those private pilots desiring Blue Seal Certificates;

Emergency Refresher Course; and an Instrument Rating Refresher. Blue Seal Certificates were issued to eligible applicants by Inspectors Ervin and Hanifan, GADO 19, Springfield.

Two successful applicants are pictured waiting for Inspector Hanifan to type their Certificates. Looking on are (left to right) Dr. Bryan, University of Illinois, Mr Beardslee and Inspector Ervin.



Shown receiving their Blue Seal Award from Dalton E. Ervin, Supervising Inspector, GADO 19, Springfield, Illinois, are Mrs. Eula Schmidt, wife of Dr. G. F. Schmidt, Jr., a resident of Robinson, Illinois and Thornton Bline, Assistant Director, Department of Aeronautics, Springfield, Illinois.

SAFETY

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PROJECT



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