

FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION

FAA
HORIZONS

TELECOM

Library
Federal Aviation Agency
Alaskan Region

INTERCOM

Easter Greetings

April 1963



FEDERAL AVIATION AGENCY

CENTRAL REGION

4825 TROOST AVENUE

Kansas City 10, Missouri

Management of FAA, from the Administrator down through the regions, has long recognized the need for a more expeditious and effective means of communications between management and all employees. Numerous thoughts and numerous ideas to satisfy this need have been studied since Mr. Halaby's assumption of office. Only recently has a system of employee management communication been developed and adopted by the agency that seems to meet all requirements for satisfying this need insofar as written communications are concerned. This system has three facets.

First is the TELECOM with which you have recently become familiar. It will transmit information of an immediate nature to all employees. The TELECOM will be used for this purpose by both the Administrator and regional Assistant Administrators.

The second part of this system is the INTERCOM. The INTERCOM is a weekly newsletter which will be mailed to each facility from this office each Tuesday. The Administrator will transmit a Washington INTERCOM to regional Assistant Administrators which is expected to be received on Monday morning of each week. It will contain information of interest to Assistant Administrators. Extracts from the Washington INTERCOM will become the primary source of information for the regional INTERCOM. Supplemental items of a more local nature which we consider to be of interest to all employees will be added.

The third aspect of the system is a new monthly employee magazine entitled FAA HORIZONS. This magazine will be a Washington produced house organ and include general agency information and eight pages of news of a local region nature which has been supplied to the Washington Office by our Central Region Public Affairs Office. Since the first issue of FAA HORIZONS will be published in May, and since it will supplant all previously issued regional house organs, this will be the farewell issue of our old friend, FLIGHT LINES.

We have all seen INTERCOM and TELECOM in action and now await the first issue of FAA HORIZONS with the sincere belief that we have made a major step forward in the ever-existing problem of "communications." Our regional FLIGHT LINES served its purpose well in the intervening years, and I am sure that you join me in an expression of thanks for the professional effort expended by the Personnel and Training Division in assembling contributions from all sources for the information and benefit of all.

J. M. Beardslee

Joseph H. Frets Named New Public Affairs Officer



Recently named Public Affairs Officer for the Central Region, Joseph H. Frets assumed his new duties on March 11. Former Chief, Aviation Section, Missouri Division of Commerce and Industrial Development for four years, Frets joins the Agency well qualified with a background in aviation and public relations.

A native of Arkansas, Frets was graduated from Arkansas State College and was awarded his Masters Degree in Education Administration from the University of Missouri. During World War II he served as a bomber pilot in the Pacific Theater flying 43 missions in B-24's while attached to the 408th "Red Raider" heavy bomber squadron.

Prior to his employment with the State of Missouri, Frets was an instructor, primarily in meteorology, for Anderson Air Activities, a primary contract school for the United States Air Force at Malden, Missouri.

As Chief of Missouri's Aviation Division he was responsible for providing technical

and promotional assistance in the development of civil aviation education, airline service to Missouri communities, development of agricultural aviation within the state. He was responsible for encouraging greater use and utility of aircraft and better aircraft services, and for providing greater general aviation service to pilots within the state.

Frets is married to the former Barbara J. Ulen of Dexter, Missouri. They have two sons, Timothy Scott and Stephen Todd. The family will make their home in this area following completion of housing arrangements.

FAA Requests Nominations For Rockefeller Public Service Award

Nominations of FAA candidates for the Rockefeller Public Service Awards for 1963 were requested in a Washington Notice PT 3450.6 issued recently. The award of \$5000 is given each year to strengthen the public service by special recognition of a small number of truly distinguished civilians in the Federal Government. Recipients are men and women whose careers in the Federal Government have been marked by sustained excellence in service to the Nation.

Normally five awards are given each year; one each in the following fields of activity: Administration; Law, Legislation, or Regulation; The General Welfare of National Resources; Science, Technology, or Engineering; Foreign Affairs or International Operations.

Employees eligible for the award shall normally have had a minimum of 15 years of Federal service, be between the ages of 45 and 60, and have performed truly outstanding service to the Nation.

Nomination letters must contain full and

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Iranian Aviation Leader Visits Regional Office



Visitors to Kansas City, Missouri. Mr. and Mrs. A. Houshang Arbabi of Iran, were met at Municipal Airport by E. J. Thomas, Chief, Personnel and Training Division, and Mrs. J. M. Beardslee, representing her husband, the Assistant Administrator. Left to right: Thomas, Mrs. Arbabi, Mrs. Beardslee, Mr. Arbabi.

A. Houshang Arbabi, Director General of Civil Aviation in Iran, and his wife spent several days in Kansas City in February as one stop on a nationwide tour as the guests of N. E. Halaby.

Mr. and Mrs. Arbabi visited nearly a dozen major cities during their tour observing operations of aircraft manufacturers and airline companies in addition to FAA facilities of all types. "Iran's aviation is quite young," Arbabi said in an interview. "We have 35 airports, 200 pilots, and only 12 privately-owned airplanes in our country which is about three times the size of Texas." A five-year program to improve 19 of the 35 airports in Iran has begun and will cost 17 million dollars, Arbabi said. The recently federalized Iranian National Airline Corporation operates the sole airline in the country, however, there are 17 international air carriers which make scheduled stops in Iran.

Arbabi and his wife were invited to the United States by Halaby, through the American Ambassador Julius Holmes.

James Popp Cited For Study

Mr. James F. Popp, Airport Engineer, Airport District Office No. 3, St. Paul, Minnesota, was recently cited by Vice Admiral Rufus E. Rose, USN, Commandant of the Industrial College of the Armed Forces, for having successfully completed the college's correspondence course entitled "The Economics of National Security."

Operating under the direction of the Joint Chiefs of Staff, the College devotes itself to the study of the economic and industrial aspects of national security under all conditions and in the context of both national and world affairs.

To complete the course Popp spent one year devoting his time off to "hitting the books" and "cramming" for exams. The course is based on the curriculum of the resident course conducted at Ft. Lesley J. McNair for senior military officers and government officials.

Regional Office Wins Award



For outstanding participation in the 1961 Federal Service Joint Crusade, the Regional Office received a Certificate of Appreciation from Miss Mary Ann Van Vooren, representing the Crusade. H. L. Newman, Deputy Assistant Administrator, is shown accepting the award on behalf of the agency. The Joint Crusade gathers funds for CARE, Radio Free Europe and the American-Korean Foundation.

Air Traffic

This will be our last appearance in our regional monthly publication "FLIGHT LINES," which bows out with this, the April issue, and gives way to the new Washington publication "FAA HORIZONS."

Unfortunately, the editorial deadline for the April issue happened to coincide with the same week that the drastic changes in the NOTIP (Northern Tier Project) program were announced by Washington. As you can readily understand, this has thrown all of our planning and the timetable for ATS personnel training and placement into a rather chaotic state and calls for a complete restudy and readjustment of our plans. This action is based on the announced decision to drop the Minot and Grand Forks SAGE Sectors out of the air traffic control picture, and with the Great Falls and Minneapolis Centers now destined to provide all air traffic control functions and services in the original NOTIP SAGE Sector areas.

This requires redesigning the pattern of radar coverage which will be employed to provide area Positive Control in the Great Falls and Minneapolis control areas, planning for remoting certain additional radars and communications outlets to serve these two centers, redesigning working and equipment space to accommodate the new area reconfiguration, development of revised staffing requirements, and a myriad of other details.

The impact of this announcement and the associated actions required to immediately change the original course of the NOTIP program has had our Division and many other segments of the Regional Office so completely swamped within the past two days that we have had no opportunity to work up our usual type of material for the FLIGHT LINES col-

New Exhibit Portrays Role Of FSS



A new small-sized exhibit, developed by the Public Affairs Office to emphasize the operation of Air Traffic's Flight Service Station, was placed on display for the first time in March. Using photographs taken at the Flight Service Station at Mason City, Iowa, the display was erected in the lobby of the First National Bank in Chanute, Kansas, during the week of March 10-16. In addition to the display a supply of material was available for the taking, including the pamphlets entitled "Your Flight Service Station" and "You and Your Radio." Electronic equipment used at the station was also displayed with an employee on hand to demonstrate and answer questions.

umn in this issue.

Please accept our apologies for the lack of Air Traffic Division material in this final issue of FLIGHT LINES. We have tried to include articles and items in past issues that we thought might be interesting and perhaps informative to our personnel in the field, much of which was gathered from material submitted from field facilities.

We hope that you found at least some of the Air Traffic Division columns worth reading to give you an idea of some of the things that were taking place in our pattern of overall activities throughout the region.

factual explanation and justification for the nomination and should indicate the nominee's past accomplishments and his future potential.

Those persons desiring to make a nomination should get full particulars from the official Notice. Nominations should be submitted to the Personnel and Training Division, CE-10, Attention: CE-13, as soon as possible, but no later than April 26, 1963.

New Circular Designed To Distribute Non-Regulatory Material To Public

The FAA has announced a new system by which it will make nonregulatory guidance and informational material available to the general public. Called the FAA Advisory Circular System, it is included in a transition to the use of three principal categories of publications for use by the public and FAA employees.

The new Advisory Circulars contain information previously issued in Civil Air Manuals, Technical Standing Orders, Circular Letters, and other forms of publication. They will be printed upon 8" x 10-1/2" paper and punched for filing in three-ring binders. Field personnel receiving questions from the public can advise them that the new Circulars are being mailed automatically to all persons on FAA mailing lists for other publications. To be placed on this list, a person should address the Federal Aviation Agency, Washington 25, D. C., Attention: MS-163. Individuals should state whether they want all publications or just the Advisory Circulars.

Some of the material in the future will not be distributed free of charge. In these cases notification will be made to those on the mailing lists.



Safeguarding Classified Information

Why do we continue to safeguard classified information after it has been published in the newspapers? Hasn't it been compromised? The answer is that even though it has been printed the information is still classified and we don't want to make the enemy's job any easier!

The publisher's information is a "guess-timate." Experienced journalists are adept at analyzing isolated facts, at "putting two and two together," and when the subject matter concerns a classified or an agency program, their deductions may occasionally tread on classified or "Official Use Only" ground.

As long as the agency doesn't verify the information, it is valueless. No nation, friendly or otherwise, can afford to base its plans or policies on rumor. To be useful, intelligence information gleaned from the press must be substantiated and this we as individuals must not do.

Therefore, the information must continue to receive the protection required by its classification. Secondly, we as individuals must not confirm or deny news items concerning classified Department of Defense or FAA activities.

The reasoning behind the second precaution is self-evident: If we, as FAA employees, comment on the truth or falsity of a news item, our judgment will probably be accepted as one of authority and may add validity to what otherwise would be regarded as no more than some reporter's guess.

Newspaper publicity is not a substitute for official declassification procedures. Don't make the enemy's job easier for him. As long as a piece of information is classified ---protect it.



According to statistics released by the Better Vision Institute, only 10 to 15 million Americans are taking at least minimum, or better, care of their eyesight. Around 70 million are taking less than minimum care.

Another 51 million are not taking care of their eyesight at all - or at least have never had their eyes examined. 23 million of this group have vision defects requiring correction.

Of the 83 million Americans who wear glasses, 33 million of them have not been re-examined for an average of nearly four years. 28 million of them need new prescriptions for their lenses.

A complete ocular examination by an Ophthalmologist will not only assure you of securing the proper glasses, should you need them, but will aid in the early detection of ocular disease such as intra-ocular hemorrhage, retinitis, glaucoma, and choroiditis. Glaucoma (increased pressure within the eye-ball) is a disease of the eye which comes on insidiously in most cases, and cases which are discovered early secure much better results from conservative treatment. Statistics in the last few years have shown an increase in glaucoma in patients over 40 years of age. In 1955 the population of the U. S. was 165 million - there were 3,694 Specialists in Ophthalmology. In 1962 the population was 189 million and there were 7,377 Specialists in Ophthalmology or an increase of 50%. These figures may not answer the question of whether the distribution of Ophthalmologists geographically in the U. S. is properly related to the needs of the nation. They do indicate a remarkable growth which is the first step in meeting the need for better eye care.

Toastmasters Hold Speech Contest At Joint Meeting With Civairettes



Winner in a recent speech contest sponsored by the Aeronautics Club 559 of Toastmasters International was Dr. Jim Varady, shown receiving trophy from Toastmaster Tom Davis as Bill Sprague (left) and Bill Ramsey look on.

A joint luncheon meeting of the FAA Civairettes and the Aeronautics Club 559, Toastmasters International, was highlighted recently by a speech contest presented by six of the Toastmasters.

Winner of the contest was the only non-FAA member of the organization, Dr. James Varady, a Kansas City veterinarian. Second place went to Bill Ramsey, Installation and Materiel; and Third place to Bill Sprague, Defense Readiness Staff.

Varady spoke on the disadvantages of smoking and included tips on how to quit, but closed his remarks with "Do as I say, don't do as I do" as he lit up after making his presentation.

Other participants in the contest were Hugh Parkins, I & M; Roy Stears, Airports; and Fred Zellmer, Flight Standards. Judges and timers were Henry Nauert, Deck Crouse, Bill Weiss, John Hurley, and Bob Shindler, all of Flight Standards; and Foster Wiley, I & M.

ANNUAL FAA-WEATHER BUREAU BOWLING MEET BEING ORGANIZED

For the benefit of FAA and Weather Bureau teams who desire to participate the 1963 Rules and Regulations are printed below and on the next page.

I ELIGIBILITY OF INDIVIDUALS

- A. Be employed by the Federal Aviation Agency or the U. S. Weather Bureau (hereinafter referred to as FAA-WB).
- B. Be a recognized member of the entered FAA-WB team. This team must be bowling in a league.
- C. Have a current season league average - based on nine or more games.
- D. Your name and current average (your average maintained on the entered team) must be listed on team entry.

II TEAM COMPOSITION

- A. Team entries shall be 5-man teams composed of: all male, all female, or combination of male and female members.
- B. Teams may consist of any eligible member who qualifies under Section I. Your present league team may have some non FAA-WB members. However, your team entry in this contest must be 5 FAA-WB employees: you may add the names of eligible substitutes on your entry.

III ENTRY INFORMATION

- A. Your team entry must be mailed to the secretary postmarked before April 14, 1963. Use entry blanks, if available.
- B. Your team entry should include the following information:
 - (1) name of team, (2) name of league in which this team bowls,
 - (3) name and mailing address of the captain of your entered team,
 - (4) roster of team showing the average, title, facility (or office)

of each member.

IV OFFICIAL CHAMPIONSHIP SCORES

- A. The official scores will be those of the first three game series bowled on your local lane by your 5-man team, in your scheduled league competition, during the week of April 15 through April 21, 1963. (For example: The same five entrants bowl in "a" league Sundays and in "b" league on Fridays - RESULTS OF "a" LEAGUE ONLY ARE OFFICIAL.) No extra bowling is necessary.
- B. All play will be in accordance with ABC playing rules and regulations.

V CHAMPIONSHIP SCORE SHEETS

- A. The official scores, date series bowled and signature of your team captain should be recorded on appropriate score sheets. Your team captain thereby: (1) attests to the accuracy of the scores, and (2) certifies that all players are bona fide members of your league team and FAA-WB.
- B. Completed score sheets, showing individual scores, must be mailed to the secretary postmarked before May 6, 1963.

VI TEAM ROSTER REVISIONS:

The roster of each team entry may be revised prior to bowling date, providing: (1) all other requirements of the individual and team are met, (2) such changes are mailed to the secretary and postmarked prior to the bowling date. Any team making such a revision in their roster shall be classified in the appropriate division based on the team average as revised, regardless of the division the team originally entered.

VII TIES

In the event of a tie for honors between teams, the teams shall bowl three games and turn in their scores to the secretary as soon as possible after being informed of the tie. The winner will be determined based on the re-bowled series. Championship rules and regulations shall govern and the team members shall be the same as those bowling the tie series.

VIII DIVISION CLASSIFICATION

This championship competition will be conducted with 6 divisions as follows:

<u>Division</u>	<u>Teams Having Established Average Of</u>
"A"	800 or over
"B"	765 to 799
"C"	735 to 764
"D"	705 to 734
"E"	670 to 704
"F"	699 or under

IX CHAMPIONSHIP & DIVISION WINNERS

- A. The winning team in each division shall be determined on the basis of total pins bowled from scratch.

- B. The 1963 champion team shall be determined on the basis of total pins plus handicap - 70% of the difference between the established team average and 1000. (It is thus possible to have the championship team other than a division winner.)
- C. No prize money or entry fees are permitted in this type of competition.
- D. Winners shall be published. It is suggested that the 1963 champion team will conduct the 1964 "Mail Bowling Championship."

X PURPOSE

This contest is for the purpose of fostering bowling competition among all FAA-WB facilities and offices and is dependent upon the sportsmanship and fair play of all participants.

XI ADDRESS OF 1963 SECRETARY

Secretary, Mail Bowling Championship
FAA Control Tower
Box 3065, Meadows Station
Terre Haute, Indiana

1962 CHAMPIONS

Team - "FAA"

League - FAA

Location - Terre Haute, Indiana

THIRD ANNUAL FAA-WB "MAIL BOWLING CHAMPIONSHIP" (1963)

NAME OF TEAM _____ NAME OF LEAGUE _____

NAME OF CAPTAIN OF ENTERED TEAM _____

ADDRESS OF CAPTAIN OF ENTERED TEAM _____

ROSTER OF TEAM (print or type) TITLE, FACILITY (or OFFICE), LOCATION OF TEAM

_____	AVERAGE

SPRING TIME IS CLEAN UP TIME



HARRY
HEINE

KEEP IT CLEAN!