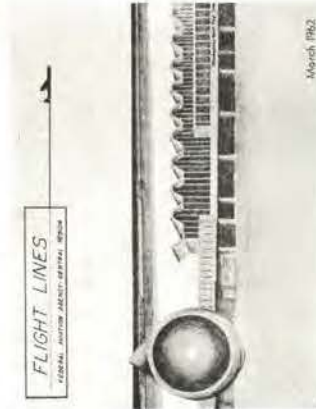
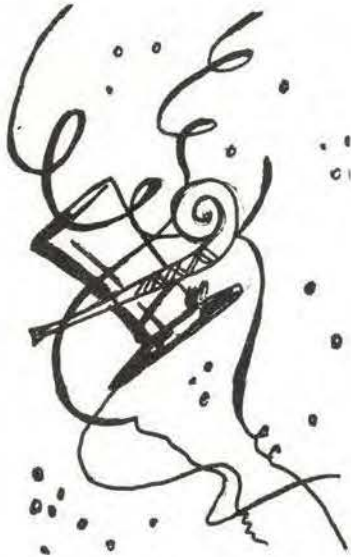


# FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION

Library  
Federal Aviation Agency  
Alaskan Region





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

As we begin the new year, I want to take this opportunity to discuss a most important Agency program - - - the promotion policy.

The years of rapid growth and expansion are now behind us. A formidable task still lies ahead. It is a task that becomes increasingly complex as the volume of air traffic increases, as technological advances in navigational aids and communications equipment are made, and as ever increasing demands for air safety are being rightfully made by the public and the industry alike. If we are to successfully cope with that task, it is essential that each position be staffed with the best possible people.

The recent Salary Reform Act has given us the capacity to attract and retain the caliber of employee needed to successfully accomplish our mission. We have the training and managerial capacity to fully utilize our employees. To build for the future, we must renew our emphasis on the selection for promotion, training and career development of the best qualified employees showing the greatest potential for development.

In the past five years, we have had a tremendous job to recruit, train and staff at a level which would enable us to keep all our facilities operational. In these circumstances, it was only natural that promotion standards were occasionally lowered. Unfortunately, there was also generated during this period an attitude on the part of some employees that promotions are "automatic" and that one need only complete the necessary legal waiting period in order to be promoted.

This era, if it may be called that, has run its course. It has always been the policy of this Agency that only the best qualified employees, on the basis of demonstrated performance, attitude, conduct and potential for growth, would be promoted to the higher level professional, technical, supervisory and administrative positions. This policy is being re-emphasized and its impact will be increasingly evident in 1963. I hope that you will recognize it as a challenge for the New Year - - - a challenge to put forth that extra effort which will clearly mark you as an employee "on the way up."

A handwritten signature in dark ink, appearing to read "J. M. Beardslee", is located at the bottom right of the page.



## Determined ATC Specialists

### Bring Pilot Safely Home

The following article, written by Frank Hand, Journal Staff Writer, first appeared in the Lansing State Journal and is reprinted through the courtesy of that newspaper.

Although citing a particular incident, the article is considered to be representative of "Flight Assists" or "Saves" which occur almost daily throughout the Region at one or more facilities. The fact that such service has come to be accepted by Specialists as an almost routine part of their job does not mean that this service is considered to fall into the routine category. Newspaper clippings forwarded to the regional office from facilities are on file which attest to the fact that many other facilities and additional personnel are performing a similar service to that recounted in the accompanying article. Everyone can take pride in this type of public recognition.

By every rule of newspaper standards, this story is ancient.

But a good yarn lies in the fact that four men who took part in it considered it just part of their job.

It came to light recently.

The drama began at 1:30 p.m. last August 23. Capital City airport was reporting weather as 600 feet, broken, 1,000 feet, overcast with light rain and fog. Because of bad weather, little traffic was moving and things were very quiet in the flight service station at Capital City airport.

Then a barely audible call, "Can anybody hear me?" come over the emergency frequency, 121.5 megacycles.

That was the initial meeting between Earl Nation, a structural steel contractor from Grand Rapids, and Larry L. Byers, one of two operators on duty at the Lansing airport.

Nation, in a Beechcraft, Debonair, was flying at 1,300 feet on a northerly heading and was hopelessly lost. He had only 90 logged hours and had been flying just two months.

But he had a couple of things in his favor. He had a full tank of gas plus an unusual amount of self-control. And, he knew a little about instruments.



Larry Byers (seated) and Frank Obenour, operators attached to the Flight Service Station at Capital City airport, were the key men in a team that talked down a lost pilot last summer. The incident, that came to light only recently, had been shrugged off as "part of the job." (State Journal photo)

Nation had been in the air only 20 minutes after leaving Detroit City airport before he had become lost. Prior to leaving Detroit, he was told if weather was bad to head north and it would clear.

But Michigan weather, being what it is closed down without warning.

It was so bad at times Nation could not see his wing tips. Realizing he was not too far from Flint or Saginaw, Nation tried unsuccessfully to reach them before turning to the emergency frequency.

Following carefully the coaching of Byers, Nation was able to take a reading on the Lansing omni range station. Byers believes Nation was somewhere near Chesaning at the time.

(An Omni range radio station emits a signal from all 360 degrees of the compass. A pilot, by using his radio, can take a reading and learn what direction that station is from him. Over the station his instrument needle flips to tell him where he is.)



For the next hour-and-a-half Byers instructed, cajoled, berated and encouraged the fledgling along the unseen radio highway to Lansing. (An instrument rated pilot would have made the trip in less than 30 minutes.)

"He seemed to come right into the cockpit with me," Nation recalls. "He kept me busy but not enough to confuse me."

But it was not all that easy. Twice en-route, Nation, his nerves at the breaking point, wanted to quit. Byers refused to let him.

In the meantime, Frank Obenour, who was on duty with Byers, took over the dozens of routine chores of the office that ordinarily are handled by both men. Larry Lyman, chief tower operator, and Bob Ickes, a pilot for the conservation department, came in to offer their assistance to Byers who was under terrific pressure himself.

Perhaps the hardest thing was the inability to get the pilot above the overcast. The weather was such that to send him higher would have only complicated things on let-down and to put him beneath it was impossible.

Nation was finally talked to the omni range near Grand Ledge and carefully turned back to the field. Even with the lights on full he could not see the airport.

At this point, Nation panicked for the third time and Byers had his toughest job of talking him out of "just riding it down".

After reaching the omni station the second time, Nation spotted US-16 near Portland and Byers turned him east. But Nation could not see it and passed over again but he did spot the Northside drive-in on US-27 east of the airport. The sight of the ground gave him courage and he started toward the omni again. This time he saw the Oldsmobile plant only to lose it at once.

Almost immediately, he picked out the W. T. Grant store in the Saginaw Plaza

shopping center and then for the first time Byers was sure "I had him". Byers brought him up Waverly Road to the airport. The weather was down to 400 feet by now and the tower did not see him until he crossed the boundry at US-16 and Airport Road.

So anxious was Nation to land that the tower had to remind him three times to put his gear down. Once on the ground, he stood for five minutes, alone, hanging on to the side of the plane.

From the FAA Byers received a commendation instigated by a letter from Nation. And for his efforts, Byers received a tribute that few are privileged to hear. "I owe him my life. By every rule I should be dead. I wanted to quit and he would not let me. It is just that simple. Without him I would not be alive," Nation said in retrospect.

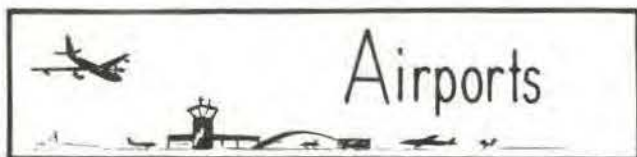
Nation has not quit flying. Recently he completed the written portion of his instrument pilot examination.



Award Certificates and Letters of Appreciation were presented to Mrs. Georgia Ruhl and Stanley Siggs, Engineering and Manufacturing Branch, Flight Standards Division, December 6, in the office of the Division Chief, for suggestions submitted under the Incentive Awards Program.

Mr. Leslie R. Eichem, Asst. Chief, FSD, made the presentation with Mr. Frank Bondor, Acting Chief, Engineering and Manufacturing Branch, present. Pictured left to right are: Mr. Frank Bondor, Mrs. Georgia Ruhl, Mr. Stanley Siggs and Mr. Leslie R. Eichem.





## **Airport Expansion Keeps Abreast of Aviation Growth**

To keep pace with the increase in air traffic and the development and use of larger and heavier aircraft, the expansion of airports involving the construction of new facilities has become a continuing requirement. This expansion which often is in the form of improvements on existing airports also takes the form of new airports to augment and relieve overcrowded airports and sometimes new airports to replace obsolete ones. Failure to provide adequate takeoff and landing facilities in keeping with the type and the volume of aircraft requiring those facilities would seriously hamper Civil Aviation.

To minimize the lag between the need and the provision of up-to-date public airport facilities essential to the maintenance and progress of the nation's air transportation system, FAA provides both financial and technical assistance for airport development. The funds made available for this purpose are administered by the Airports Division under the Federal-aid Airport Program. The services of the Airports Division engineers are available upon request regardless of whether Federal-aid Airport Program funds are involved or whether the airport qualifies for such funds.

Airport expansion and improvements of various kinds underway at airports throughout the country attest to the effort being made to keep abreast of the ever increasing and changing requirements. Selected at random, with comments on the factors prompting the construction, a few locations in the Central Region are given as examples of construction now in progress.

Manhattan, Kansas: Manhattan has scheduled air carrier service provided by Central Airlines on a route now served by DC-3 aircraft. The DC-3 aircraft on this route are soon to be replaced with Convair 440 aircraft. The landing facilities at Manhattan Municipal Airport consist of a paved NW/SE runway 3800 feet in length and a diagonal landing strip. The runway which is of insufficient length for use by the Convair 440 is incapable of extension being restricted on the northwest by the Fort Riley firing range and on the southeast by railroads and a highway. To prevent the loss of air carrier service for the lack of an adequate takeoff and landing facility, the City is constructing a new runway 5500 feet in length aligned in a northeasterly-southwesterly direction. This runway is being constructed of Portland cement concrete and will be built to an initial width of 100 feet in 25 ft. wide construction lanes. Construction progress is on the order of 3000 square yards of paving per day. Some 81,000 square yards are involved in the project. Upon completion the runway will have unobstructed approach areas and will be entirely suitable for aircraft of the type expected to use the airport within the foreseeable future.

Milwaukee, Wisconsin: The increase in operations of the large aircraft which use General Mitchell Field together with a general increase in operations of all civil aircraft at the airport has created a need for a second long runway suitable for the large aircraft. The optimum location and alignment for this runway coincided with the existing 5610 ft. runway 7R-25L necessitating an extension of some 2400 feet. Cultural features and economic considerations forced an extension of 7R-25L to be at the southwesterly end which will cross Howell Avenue, an important vehicular artery. To bridge Howell Avenue which will permit extending the runway, a structure in the nature of a tunnel or underpass is being constructed. Upon completion this structure will be 800 feet in



length and 91 feet in width. There will be four traffic lanes for ground vehicles through the tunnel. The length of 800 feet is necessary to assure shoulders of adequate width for the runway extension and associated taxiway. Two preliminary designs for the tunnel were prepared -- reinforced concrete and prestressed concrete. A cost analysis of the two structurally comparable designs showed prestressed concrete to be the less expensive, which was the basis for selecting the prestressed concrete design.

Minneapolis, Minnesota: As aircraft operations increased through the years at Minneapolis-St. Paul International Airport, buildings for aviation purposes have been erected, new runways constructed and extended and the aprons and taxiway system enlarged. As this important and needed development progressed, a combined effect of the various structures resulted in obscuring the view from the traffic control tower of certain movement areas critical with respect to traffic control. To remedy this situation and to better fit in with the modernized layout of the airport, a new control tower is being constructed. The new tower will be of shear wall structural design with brick facing and concrete block back-up. It will be nine stories in height topped with the control cab. This is similar to the height of the new control tower recently completed at Kansas City Mid-Continent International Airport but differs in structural design, the latter being of the type termed cantilever design.

The foregoing examples do not necessarily typify the expansion and improvement work at airports but are indicative of the necessity of such work to keep airports in balance with the operational characteristics of aircraft and the pattern and volume of aircraft operations.

J. W. Barber

## District Office Employees Cited

Mrs. Cleo L. Nemer and Mrs. Betty Tutewohl, secretaries employed in GADO 14, Minneapolis, have been commended for their work performance. A. J. Prokop, Supervising Inspector, presented a letter of commendation to each of them in recognition of their loyalty and contribution to the high morale of the office.

The commendation, in part, read: "We wish to commend you for your performance for the period of July through November, 1962. During this time our office was involved in a fire and work had to be performed under adverse conditions. We were also involved in a move which completely disrupted the office. During this period one of our secretaries resigned and another was seriously ill for an extended time thus placing the complete workload of this large and active office upon you and Mrs. Tutewohl.

"During this time you performed the work which normally four secretaries do. Reports, letters, violations and accident deadlines were met. Also, the lack of errors and neatness indicated an exceptional effort on your part. Without this performance this office would have fallen far behind in our work output.

"Your efforts are sincerely appreciated."





## Electronic Technician Cited



Thomas M. Jorgensen, EMT, Omaha (l) receives an Outstanding Performance Rating Certificate from Karl P. Hemsath, Chief, SMS, Omaha. The Rating was the basis for a Sustained Superior Performance Award which carries with it a cash award.

Many FAA technicians are spending a good deal of their leisure time improving their technical knowledge by enrolling in directed study courses, obtaining resident training at the FAA Academy, and attending courses at local colleges and universities. Some have also passed FCC examinations for radiotelephone and amateur licenses to further demonstrate their theoretical and practical abilities. Thomas J. Jorgensen of SMS 62, Omaha, Nebraska, is such an individual. He is on the directed study honor roll and has attended four resident courses at the Academy with grades in the upper nineties.

The above description would fit a good many FAA employees, but Mr. Jorgensen has the distinction of being the first student to complete the ASR-4 Radar Option Specialty course with an average grade of 100%. A total of 594 students have received training in the ASR-4 at the Aeronautical Center.

In addition to correspondence courses, Jorgensen has completed the equivalent of more than three years of college by attending night classes at Omaha University.

Jorgensen is using the knowledge gained from directed study and night school classes on the job. This is evidenced by the fact he has received an Outstanding Performance Rating accompanied by a cash Sustained Superior Performance Award for the last three years.

## FAA United Campaign Participation Shows Increase

The final report on Agency participation in the 1962 Heart of America United Campaign showed an increase not only in the number of employees who made contributions but more importantly in the amount given.

A Notice to all employees in the Greater Kansas City area announcing the final results of the Campaign indicated a 43 per cent increase over the amount pledged in 1961. The average per capita contribution was \$15.08. The head of the Federal Government Division of the Campaign reported 122.7 per cent of the goal which had been established for his segment of the drive. FAA employees played an important part in making this record possible.

Al Egan, Chairman of the Heart of America Campaign, said "On behalf of the 116 health, welfare and character-building agencies in the drive, and for the thousands of men, women and children who will benefit from your giving, our sincere appreciation.

"The 1962 Campaign is completed and with great success, but the work of the thousands of miracles your United Campaign dollars will make possible for thousands of men, women and children has just begun."

The FAA was publicly cited at the final report meeting of the Campaign for the almost 50 per cent increase in contributions and pledges over last year.





D. W. Updike (l) Chief, SMDO 5, with an assist from R. E. Blair, Chief, SMS, La Crosse presents awards to three employees from that office. Receiving awards are Harry S. Kebbe (center), Philip A. Kephart, EMT, for suggestions and Mrs. Marie Di Piazza, for Sustained Superior Performance.



An Outstanding Performance Rating served as the justification for a SSP award and check for Nettie Philabaum, EMDO 41, Muskegon. Looking on (l) A. M. Samus. C. F. Dunavin.



Certificates in recognition of an Outstanding Performance Rating and Sustained Superior Performance together with an award check were presented to Ila N. Taylor by J. H. Ostiguy (l) Supervising Inspector, GADO 4, Des Moines. Harold C. Hartley was also a participant in the presentation.



E. T. Kierski (r) Area Coordinator, presents a suggestion award to Carl B. Broman, ET, Minneapolis. Donald W. Updike (r) Chief, SMDO 5 and Jewel Bates, Personnel and Training Division, participated in the ceremony.



J. A. Heid (center) Chief, SMDO 3, North Platte, presents award to employees in recognition of their contributions. (l to r) L. J. Paquette, EMT, D. H. Myers, Chief, SMS 61, and C. F. Lockwood, EMER, received awards for SSP based on an Outstanding Performance Rating. Dorothy H. Rumbeck, Secretary, was recognized for an adopted suggestion.





Emery W. Rodabaugh, Chief SMS 29, Grand Island, was recognized for his performance contribution when presented awards by J. A. Heid, Chief, SMDO 3.



W. E. Schmitz, Chief, Communications Unit (left), recommended V. Elizabeth Edwards, his stenographer, for an Outstanding Performance Rating and participated in the award presentation by George Benzon.



L. C. Morris, Chief, Enroute Section, presents a Certificate of Recognition for an Outstanding Performance Rating and SSP Award to Jack Wubbolding, Chief, Indianapolis ARTCC. Others receiving recognition, (l to r): Walter O. Kaestner OPR/SSP; Bertha

Young, OPR/SSP; William L. Mitchell, SSP; Frank Collier, SSP; Robert L. Altizer, OPR/SSP; William R. Crannell, OPR/SSP; and William A. Gummer, OPR/SSP.

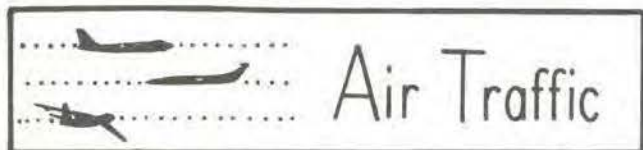


St. Louis FSS Personnel receive Outstanding Performance Rating Certificates and SSP Awards. Left to right -- Mark F. Mitchell, Henry F. Duggins; Art Lybarger, William F. Saucier and Juel G. Black.



M. E. Walton (r) Chief, FSS, Indianapolis, receives an award check and certificate in recognition of Sustained Superior Performance from Henry W. Sarnwick, Area Coordinator.





## Death Claims Art Lybarger



Arthur C. Lybarger, Chief, Operations Branch, Air Traffic Division, died December 19 at St. Mary's Hospital in Rochester, Minnesota, at the age of 58. He underwent major heart surgery at the Mayo Clinic on

October 20 and had been in critical condition during the past several weeks.

We think it is only fitting and proper, therefore, that we devote our entire Air Traffic Division section in this issue of Flight Lines to Art Lybarger, who was not only Operations Branch Chief, in our organization terminology, but was likewise a close friend of many years standing, a dedicated and able co-worker, a solid foundation stone in the Air Traffic Service, a man of high integrity and sincere purpose, and an individual who was widely known, respected and liked by many hundreds of people in both the higher and lower echelons of military and civil aviation and the FAA.

Art was born in Van Wert, Ohio, where he also graduated from High School. His first step into aviation, which turned out to be his lifetime career, took place three years later when he entered the Army Air Service as a Flying Cadet and was assigned to Brooks Field in San Antonio, Texas, for primary training early in 1927. After graduating from Primary, Art went through Advanced Flying School at neighboring Kelly Field and graduated in February, 1928, with his pilot wings and a 2nd Lieutenant commission.

His first assignment as a full fledged military pilot was with the First Pursuit Group at Selfridge Field, Mt. Clemens, Michigan, a unit which was then equipped with Curtiss P-1 aircraft. In addition to flying the usual tactical missions with his unit, he participated in numerous air shows at airport dedications and other important events, where the pilots and aircraft of the First Pursuit Group performed before the public on a goodwill basis.

There are also some clippings which reveal that Art was not above impressing civilian townspeople with his ability as a pilot on occasion. We quote one such news item: "Army Aviator Gives New Bremen Real Thrill... Flying low and with daredevil abandon, an Army aviator, believed to have been 2nd Lt. Art Lybarger, Selfridge Field, Michigan, (it was!) brought gasps of astonishment from hundreds of spectators Tuesday noon as he performed a number of daring stunts over New Bremen. Lt. Lybarger is a cousin of Mrs. J. D. Taylor of West Monroe Street. During a recent visit here while being transferred from Kelly Field to Selfridge Field, he promised to return soon to give New Bremen a real thrill. And he did just that Tuesday noon!" The news article goes on to describe the one-man air show Art put on for the town, and it apparently was something to behold, climaxed by the statement "...he finally zoomed low enough to wave a friendly greeting to the crowd on the street below before disappearing in the north as suddenly as he came."

In the summer of 1929, he was one of eight Army pilots, all ex-members of the famous First Pursuit Group, that were relieved of active military duty to fly a fleet of eight Aristocrat monoplanes manufactured by General Airplanes Corporation, Buffalo, New York, on a 50,000 mile tour of principle cities in the U.S., Canada, Cuba, and Mexico. This goodwill aerial tour was sponsored by the General Tire and Rubber



Company, "...to demonstrate the practicality of the airplane for general commercial purposes", and was reportedly the first long-range mass aerial tour of this type in the early history of aviation. Art was the commander of the flagship of this fleet which were powered by 110 hp Warner radial engines and cruised at 90 mph under full load, carrying a pilot and two passengers.



His scrapbook contains many pages of news clippings and pictures which document the itinerary of the General Tire aircraft fleet, recording visits with the principal officials and dignitaries of virtually all the larger cities in the U.S., including a visit to the White House and a personal meeting with President Herbert Hoover. They later visited with Orville Wright in Dayton, Ohio, during their stopover in that city on October 13, 1929.

One of the unusual emergencies faced by Art during this aerial tour is reported in a St. Louis newspaper, dated August 31, 1929, which reads in part: "...Lt. A. C. Lybarger, commander of the General Tire Co. 'Sky Fleet', and his Aristocrat monoplane trespassed upon the pasture of a haughty bull with dangerously high blood pressure, not far from Kokomo. Weather which California would call 'unusual' compelled Lybarger to sit down on the farm of one W. C. Wright, while the Sky Tour was flying thru Indiana. The Sky Fleet airplanes are painted bright

orange, which is close enough to red to infuriate any self-respecting bull. The bull took one look at this aerial intruder, tossed his head and pawed the sod, and came charging across the greensward under a full head of steam. The first round in this uneven contest went to the bull, whose horns pierced the fuselage of the plane and whose prodigious shoulders bent the struts. Just as the bull was apparently contemplating climbing into the cabin with Lt. Lybarger, the farmer galloped up and spoke to the bull very severely and with a blacksnake whip persuaded him to retire to his own corner of the pasture. Thus, bull-fighting has been added to fog, engine trouble, low ceilings and the other ordinary hazards of modern aviation."

The next major phase of his aviation career began when he joined National Air



Transport, the forerunner of United Air Lines as a pilot later in 1929, flying the early air mail routes in the single engine, open cockpit NAT aircraft. He flew principally on the New York-Cleveland, Cleveland-Chicago, and Chi-

cago-Washington routes for NAT/United Air Lines and Continental Airways until 1937, progressing from the earlier NAT mail planes to the UAL Boeing-247 and Lockheed Orion Continental Airways aircraft carrying passengers, plus mail and express.

Some of the hazards of the early day air mail and airline flying are illustrated in a few excerpts from Arts' scrapbook. For example, there are posters offering rewards, varying from \$50 to \$500, for any person



locating the wreckage or bodies of pilots of missing NAT air mail planes which had crashed in the mountain areas of Pennsylvania and northeastern Ohio, usually on the night mail runs. There are numerous accounts of day and night emergency landings made in near zero or low ceiling weather conditions when flights were caught by rapidly deteriorating weather and faced with low fuel reserves.

One episode in which Art was involved was reported in the Cleveland Plain Dealer with the caption: "Lands Plane Safely in Fog at Alliance." "For two hours yesterday morning a transport plane bound for Cleveland from New York flew blindly thru thick fog and darkness before the pilot located an open wheat field near Alliance, Ohio, and put the ship, with it's crew of three and five passengers, down safely. According to Alliance dispatches, the plane, a UAL ship, had approached within a few miles of Cleveland Airport three hours after leaving New York at 12:30 a. m. when a thick fog rolled in off Lake Erie, making it impossible to land here. Pilot Arthur Lybarger opened the planes two engines full throttle and for the next two hours searched vainly for a break in the fog which would permit him to land. Near Alliance, Lybarger dropped a flare and attempted a landing but zoomed up into the fog again when a tree and fence loomed ahead. With the fuel supply running low from five hours of flying, the pilot dropped another flare, locating the wheat field in which he landed at 5:30 a. m. Several hundred persons, aroused by the engines of the low flying ship, gathered at the emergency landing place. Police and fire apparatus was called by those on the ground who feared a crash. The passengers five of whom were Clevelanders, were placed in taxi cabs and brought here. The plane was flown to Cleveland later in the day."

Art accepted an appointment with the CAA in July, 1937, as a controller in the original Air Route Traffic Control Center at Chicago's

(Midway) Airport, under Chief Controller (then called "Manager") Bob Eccles. He was later promoted to the position of Assistant Manager and assigned to the new Center which had just been established at Meacham Field, Ft. Worth, Texas, in 1939, under Clarence C. Tolpo, Manager.

In 1940, Lybarger was promoted to Manager (Chief Controller) and sent to Cincinnati to open the Center at that location, where it remained until it was relocated at Indianapolis several years later.

Art had remained active in the military reserve program throughout his career as an air mail and airline pilot and during his CAA employment, and at the beginning of World War II was recalled to active duty with the Air Corps. He served at various U. S. training bases as a Squadron and Group Commander of B-17 and B-24 bomber units and subsequently became Director of Training at the B-24 Pilot Transition and Central Instructor's School, located at Smyrna AAF, near Nashville, Tennessee, where he was promoted from Major to Lt. Col., with Command Pilot rating. He





served overseas in the India-Burma theater of operations as Chief for Navigational Aids and as Wing and Division Flight Control Officer for the Air Transport Command, by virtue of his combined airline pilot and CAA air traffic control experience.

After his release from active duty with the rank of Colonel in 1946, Art returned to the CAA and served as Section Chief for Airway Traffic Control and as Inspector-at-large in the Washington Office, until he was assigned to the old Chicago Regional Office as Branch Chief in the Air Traffic Control Division.

When the crucial stage of international relations with the USSR made it necessary to develop and establish the historic Berlin Airlift, Art was again recalled to active duty to lend his technical knowledge and skill in flight operations and air traffic control. After the successful conclusion of the Airlift, he again returned to the CAA, in the Chicago Regional Office. He became Chief of the Planning and Evaluation Division, with the responsibility for navigation aids, airspace, and air traffic control systems planning.

In December, 1952, Lybarger was appointed as Chief of the Civil Aviation Mission at San Jose, Costa Rica, under the international advisory and technical assistance program for civil aviation, where he served a little more than two years before returning to the U.S. At the time of his return, the former Chicago and Kansas City Regional Offices of CAA had been consolidated into what is now the Central Region, and Art took over as Chief, Airways Operations Division in March, 1954. He served in this capacity until June, 1957, when he became Chief, Operations Branch of the Air Traffic Control Division under a functional reorganization of the former Airways Operations Division. He served as Operations Branch Chief until the time of his recent death.

*GW Krieske*

## Central Region Hosts State Aviation Directors Meeting



Pictured with Mr. Beardslee are State Aviation Directors in attendance. (l to r) T. K. Jordan, Wisconsin; James Sandstedt, Nebraska; Jerry Siefers, Administrative Assistant representing State Director, James McManus, Indiana; Harold Vavra, North Dakota; Joseph Frets, Missouri; Charles Lynch, Montana; Lawrence McCabe, Minnesota; Frank Berlin, Iowa; J. E. Wenzel, Illinois; James Ramsey, Michigan; J. M. Beardslee, Asst. Administrator, FAA, Central Region and L. V. Hanson, South Dakota.

The fourth in a series of mid-winter meetings of the Directors and staff members of the National Aviation State Aeronautics Organization (NASAO) member state agencies in the Central Region and Agency representatives was held in Kansas City November 27-28.

State Aviation Directors were invited by the Assistant Administrator to attend this meeting. The meeting provides an opportunity for participants to discuss areas of mutual interest and concern. The major operating programs were represented as well as other division and staff offices. During presentations and discussions which followed, questions common to the majority of those in attendance were clarified.

Qualified only to the extent of the necessary limitations on the amount of time which could be allotted to the presentation and discussion of each topic, the agenda ranged over a broad gamut of matter of mutual interest in the business sessions. These conferences present a unique opportunity for FAA to gain an invaluable first-hand



feel of the important programs being carried forward by the states in the aviation field and something of their particular problems; to report to the state aviation agencies on FAA programs and special problems; and, importantly, to get to know each other on a personal basis.

A graphic example of the Federal-State teamwork essential for intelligently and meaningfully implementing a new program was highlighted in the give-and-take of the period assigned to Defense Readiness.

State and Agency participants remarked that the meeting was an excellent medium for discussing mutual problems, and that they felt much had been accomplished toward a better understanding of the difficulties encountered by the other in the aviation program.

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### **Standard Procedure for Uniform Reporting Discussed**



Seated (l to r) Lee C. Mills, GADO 9; Melvin O. Wood, GADO 12; Lloyd N. Young, Chief, General Aviation Branch; Bernard A. Geler, GADO 1; Fritz Rieger, GADO 16; (standing) Clifford C. Skoog, Roman B. Mueller, Regional Office.

The new Standard Procedure for Uniform Reporting (SPUR) was the topic of a two-day meeting held recently by the General Aviation Branch. Reporting procedures were

presented to District Office Supervising Inspectors. Representatives from the Washington office assisted Regional Flight Standards Division participants in the presentation.

Representatives from the following offices also participated: Personnel and Training, Aviation Medical, and Regional Counsel. Mr. Beardslee, in opening the meeting, expressed his appreciation for the fine service Flight Standards personnel was furnishing the aviation public.

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### **Economy Campaign**

#### **Winners Announced**

An awards ceremony for Economy Campaign winners was held November 30 in the Departmental Auditorium, Washington. The First Prize of \$1,000 was shared by James M. Cole and Robert F. Warren of the Southern Region. Their suggestion concerned improved procedure for flight inspection of ILS facilities.

The Second Prize of \$500 was divided among five employees at the Aeronautical Center for their development of a device to simplify moving steel bins during re-warehousing operations. Their names are: Raymond R. Hastings, Virgil A. Fisher, Arthur L. Moss, Owen D. Harrell, and Robert D. Stephens.

George J. Baumes, Eastern Region, proposed re-using Univac ribbons in the data processing system for air traffic control. This suggestion brought him the Third Prize of \$250.

There were ten Honorable Mention winners, each receiving \$50.

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There are more than half a million postal employees, over 600,000 blue-collar workers, and almost one million Classification Act employees in the Federal work force.





## Christmas Luncheon

The annual Christmas Luncheon for headquarters personnel sponsored by the FAA Employees Association was held December 19. This year, for the first time, a large area was available on the lower level of the McCray Building in which to hold the luncheon. Normally the space is used for garaging government vehicles. Tables well laden with food, Christmas decorations, and the spirit of the Holiday Season did much, however, toward transforming the area into a banquet room.

Approximately 650 employees were served. Unfortunately, not enough baked beans and potato salad had been provided by the delicatessen to serve that many people. There was, however, an over supply of other items on the menu. After providing for the custodial staff in each of the buildings, the surplus was sent to the Spofford Receiving Home for Children.

The Committee responsible for the luncheon is pictured below and to the left. (l to r) Gladys Sappington, Jerry George, Evelyn Simons, Tom Glass, Charles Baker (Chairman), Don James, Mary Evans, Ann Gardner, and Elizabeth Arnold.





I'LL WARM  
UP THE  
MOTOR —  
THEN I'LL OPEN  
THE GARAGE  
DOORS

— IF  
YOU LIVE  
THAT  
LONG!

CARBON  
MONOXIDE

