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FEDERAL AVIATION AGENCY-CENTRAL REGION

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March, 1963



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

By now I am sure you are all aware of the efforts which must be made on a national basis to absorb in the current FAA operating budget the Agency's share of the Pay Reform Act which was effective in October, 1962. The Central Region must absorb \$951,000 of this cost. Coming so late in the fiscal year, it is obvious that positive steps must be taken to make the necessary adjustments which will avoid a deficit on June 30. These adjustments consist primarily of major reductions in personal services, travel, and equipment expenditures. No reduction-in-force actions will be made. We have a sufficient number of newly authorized and vacant positions to permit our absorbing the personal services reductions. We will schedule our recruiting for the remainder of the year to provide the necessary fiscal balance.

In addition to the adjustments now being made for the 1963 fiscal year, there is a strong possibility we will be required to operate in 1964 at approximately the same fiscal level as in 1963. We have a number of new facilities to commission within the next few months and another portion of the cost of the Pay Reform Act to absorb beginning in January, 1964. We can assume, therefore, that we will be faced with a tight financial situation for some time to come. We must simply find ways to do more without the greatly expanded staffing and budgets which have been available year after year since 1956.

My purpose in outlining this picture to you at this time is not to be pessimistic about our future but to emphasize again the vital necessity for the best management possible in the utilization of our manpower and funds. FAA will continue to grow. Our responsibilities will continue to increase. Aviation is still in its infancy and we can all take pride in being a part of it. Each of you, in sharing this pride, must make every effort to accomplish more with our existing resources.

Employees at all levels share in the responsibility for efficient and economical operations. This is a responsibility which cannot be over emphasized, particularly during the coming months. Each employee is encouraged to be on the alert for ideas on how we can carry out our programs more effectively, more efficiently, without reducing the quality of our service and to submit their suggestions for management consideration. This is a joint responsibility for all of us. I know that the result will demonstrate again the fine individual and team effort which typifies the Central Region.

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



Airborne Television Instruction Program

Originates

in Central Region

A classroom 140,000 square miles in area with as many as two million students! Impossible? No, not impossible. These statistics describe the region covered by what was considered to be an experiment in education when it started in September, 1959.

Students in the midwest have been taking part in such a program since sample lesson telecasts were first offered in 1961. A portion of their education comes to them from a television screen in their classroom. The screen receives its images from one of two television stations mounted inside a high-flying airplane.

This program is called the Midwest Program on Airborne Television Instruction (MPATI). It is dedicated to helping seven million potential students in six Midwestern states. The Program is an outgrowth of the Midwest Council on Airborne Television Instruction. The council, established in

1959, launched the airborne education television (etv) project in cooperation with Purdue University and the Purdue Research Foundation.

Two airplanes are used in the airborne program. One delivers educational material to the schools while circling in a lazy eight some four miles above the little town of Montpelier, Indiana.

The television impulses from the airplane's antenna radiate 200 miles in all directions. More in some instances. In fact, the impulses have been received clearly on school television receivers as far north as Clare, Michigan; as far south as Berea, Kentucky; as far west as Decatur, Illinois; as far east as Cleveland, Ohio. Within this region are parts of six states: Illinois, Indiana, Kentucky, Michigan, Ohio and Wisconsin (and a portion of Canada, too).

The other, equipped exactly like the first and containing the same taped lessons, sits on the ground at Purdue University Airport. It sits, that is, unless weather or mechanical troubles prevent the first airplane from flying. In that case airplane No. 2 takes off -- and takes over. It is a standby airplane, insurance against interruption of the daily telecast schedule.



Purdue Aeronautics Corporation, a Purdue University affiliate, is contractor for the operation and maintenance of the two DC-6A/B aircraft for the Midwest Program for Airborne Television Instruction. One aircraft is on station Monday through Thursday of each week. The aircraft is on station over five hours per day, plus time to get on station and return -- over seven hours block-to-block time.

This unusual and unique operation comes under the jurisdiction of the Central Region Flight Standards Division, Air Carrier District Office at Indianapolis, Indiana. The office has worked closely with Purdue University in the program. In order to operate and maintain the DC-6 aircraft under one common system, the Purdue Aeronautics Corporation elected to comply with the CAR 42 requirements. This required the services of FAA operations and maintenance inspectors who assisted in developing a flight and maintenance training program, establishing the maintenance and overhaul inspection periods of the aircraft and, of course, certification of the flight personnel and aircraft for restricted operation.

The contract which the Purdue Aeronautics Corporation has for operation and maintenance of aircraft used in the Midwest Program for Airborne Television Instruction is, however, only one of the Corporation's many activities. The Corporation is also concerned with another area of aviation activity -- support of the Aviation Technology program of Purdue University. The Department of Aviation Technology, Purdue University, conducts a general aviation flight and ground school training program. Aviation Technology activities at the University is under the jurisdiction of the Central Region, Flight Standards Division, General Aviation Office at Indianapolis.

Because they deliver educational material the airplanes have been dubbed the "flying classrooms." But the interiors do not resemble a classroom. Each looks like an



elongated television station (which it is), crammed with six and one-half tons of TV and related transmitting equipment.

This equipment is used to transmit simultaneously on ultra high frequency channels 72 and 76. By using two transmitters, the airplane can beam history to the high schools while sending music to the grade schools. The television impulses are broadcast by means of a 24-foot-long retractable sending antenna that extends straight down from the underside of the airplane. The airplanes are based in a hangar at the Purdue University Airport. Each carries a crew of six men -- three flight crew members and three television technicians. The airborne teachers cannot be found in the airplane. They stay on the ground.

Most teachers report for work to a classroom. Airborne teachers report to a studio. Instead of addressing a roomful of pupils, they peer at a camera lens. The teachers spend an average of 20 hours preparing and recording each 20 or 30 minute lesson. They prepare two or three lessons a week. Each works with a producer-director in the studio and a team of consultants.

Daily production of airborne tapes is done at New York University in New York; WCET in Cincinnati; WTTW in Chicago; University of Detroit and Detroit Public Schools; Purdue University in Lafayette, Indiana; WHY

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Phase I Management Course Completed

Kirby Brannon, Executive Officer, presented certificates to employees completing the Phase I Management Course for Supervisors recently completed in the Regional Office.

The objective of this 40-hour course is to provide the supervisor with a better understanding of basic management skills, policies, and regulations, and his responsibilities in using them.



Pictured from left to right are: Lee McClain, Hubert Hays, William Wagner, Thomas Coleman, Don Slinger, Paul Vondracek, Arthur Newell, Thomas Zindars, William Cunningham, Merrill Smith, Joe Fife, William Look, Donald Starkweather, Harold Rule, Russell Buchan, Herbert Rugen, Vincent Mertz, Ronald Mortensen, Arnold Rosenow, James Given, Harold Brown.

Employee Comments on Drafts of Agency Directives Helpful

It has been the long-standing policy of the Agency to encourage employees at all levels to participate in the development of procedural and regulatory directives.

During recent months, drafts of a number of proposed issuances have been referred to supervisors and employees for review and evaluative comment. In some instances the directive draft has originated in Washington and is intended for Agency-wide use. In others the proposed directive originated in the Region.

Although in most cases a limited number of copies are available for review and comment, every effort is made to refer a certain number to a random selection of employees both in the field and the regional office. Generally, the response has been good. Comments reflect that the employees have reviewed the directive carefully and that considerable thought and effort went into their reply. All comments and recommendations are reviewed carefully and are taken into consideration in preparing the directive for final issuance.

The interest employees have shown, as indicated by their constructive comments, is appreciated.



1963 National Health Agencies and Joint Crusade Campaign Scheduled

The second of two, in some localities three, fund-raising campaigns during which on-the-job solicitation of Federal employees is authorized has been announced. It is the 1963 National Health Agencies and Joint Crusade Campaign. Fund-raising campaigns within the Federal service are conducted on a decentralized basis in the communities where Federal offices and installations are located. The exact timing is at local option, but campaigns must be confined within certain specified periods.

International Relationship Agencies (American-Korean Foundation, Inc.; CARE, Inc.; Radio Free Europe Fund; are generally referred to as Joint Crusade Agencies. Solicitation for Joint Crusade Agencies and National Health Agencies will be conducted concurrently during any continuous six-week period between January 1 and April 30, 1963. The National Health Agencies local campaigns

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Veteran Employees Retire

On Thursday evening, January 31, 1963, 145 well-wishers filled the Cape Cod Room of the Black Angus Restaurant in Kansas City to honor two of the Agency's long-timers, Frank W. Spader and William R. Turpin of the Central Region's Systems Maintenance Division, on the occasion of their retirement. Nelson Barritt, SM Division Chief, acted as master of ceremonies and introduced 12 speakers who offered comments, anecdotes, and best wishes for the retirees.



The speakers included Messrs. J. M. Beardslee, Henry Newman, Kirby Brannon, E. J. Thomas, B. G. Braithwaite, Don Lowrey of Omaha, Dick Cox, D. J. Patrick, W. L. Higgason, and Alan Glass.

Louise Ralston presented to Mr. Spader a photograph album and a handsome saber saw, and Gertrude Hanauer presented to Mr. Turpin a similar album and the means for purchasing an outboard motor, from contributions received from their many friends in the Agency.

The occasion was both happy and sad. These men are leaving behind a total of 71 years of government service. Now they are looking forward to a life of boating, fishing, shop work, picture-taking and relaxation.

Frank W. Spader, better known as Dutch, was born May 13, 1905, in Rotterdam, Holland. In 1913 he moved with his parents

to Tooele, Utah, where his parents still reside. In 1919 he stretched his age a bit, joined the Medical Corps of the U. S. Army, and served a year. In 1929 he joined the Bureau of Lighthouses as an Airways Keeper. He worked in various positions in the Salt Lake City area until 1938, when he moved to Kansas City as a Radio Electrician with the Facilities Division. He has been in the Regional Office ever since. He was Chief of the Maintenance Evaluation Section from early 1961 until the last reorganization, after which he served as Acting Chief of the newly-formed Field Administration Branch of the Systems Maintenance Division.

In 1958 Dutch received a citation for Meritorious Service from the Department of Commerce. In 1962 he received an Outstanding performance Award. He has six children, 20 grandchildren, and three great-grandchildren. In 1950 he married Charlotte Newham. Since then they have lived in the Raytown area, where Dutch is known as a good neighbor and an advocate of law, order and fair taxation. He has been an amateur radio operator since 1939; nowadays his interests are photography, hi-fi, power tools, and two small (but fast-growing) Schnauzers.

William R. Turpin was born March 20, 1909, in West Jordan, Utah. In 1927 he joined the U. S. Navy and served 3 years. He became a Junior Radio Operator in the Bureau of Lighthouses in 1930, and in the following years worked in St. Louis, Kansas City, Salt Lake City, Rock Springs, Boise, Spokane, and Strevell, Idaho. In December, 1939, he returned to Kansas City in charge of the Airway Communication Station. The following year he became a Maintenance Technician, working under W. L. Higgason, who retired in November, 1960. He was promoted to Maintenance Inspector in the Regional Office in 1942.

Turp returned to the field in late 1945 as a Maintenance Technician at Sheridan,

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Two Gain Instrument Rating

Division Chief, G. W. Kriske and E. G. Basel, Chief, Airspace Branch, recently returned from the FAA Academy in Oklahoma City after completing the Instrument Rating Course there. Both now possess the rating of qualified instrument pilots.

New Chief Selected



Bernard J. (Bud) Majerus has been selected as Chief of the Great Falls Tower (VFR). The change was effective on February 17 when the Great Falls RAPCON/Tower was decombined.

Crow Fills Vacancy

William D. Crow, former Chief, Dickinson Flight Service Station, was chosen to fill the position of Chief, Columbia, Missouri, FSS created by the retirement of James Hammer. (See story elsewhere in this issue.) Crow assumes his duties on March 3, 1963.



Kudos to Controllers

Many fine examples of the skill, teamwork, and cooperation between controllers and pilots have been noted recently. To account for just a few of them, we recount three of the recent ones for your information.

St. Louis Center received word that a P-51 Mustang was lost in the vicinity of Roberts, Illinois, at 23,000 feet. An air carrier flight that had just passed Decatur, Illinois, at 14,000 was contacted by Center personnel to determine if there were any breaks in the overcast or if the air carrier was between layers at that altitude. The

carrier advised he was between layers and offered to lead the Mustang to St. Louis, if the Center would vector the aircraft within sight of each other. This was accomplished by Center radar and the two were given a block of altitude to allow them to remain between layers until ready to descend for landing at St. Louis.

Approximately 60 miles from destination, the descent was started with the P-51 slightly above and to the right of the air carrier. Shortly after the overcast was penetrated, the Mustang lost sight of the other craft. To avoid the other in the overcast, the Mustang took up a heading 10 degrees to the right of that being maintained by the air carrier and within a few minutes both had broken out below the overcast. Another radar vector was necessary to effect visual contact again, however. The second rendezvous was accomplished with the assistance of St. Louis Approach Control who relayed instructions until the Center could vector both aircraft to the St. Louis airport. A successful landing was made by the P-51 with only 10 to 15 minutes of fuel remaining.

Another instance involved O'Hare Tower controllers and an Air Guard KC-97. Making an ILS approach to O'Hare on runway 14R the pilot experienced transmitter failure and executed a missed approach. A radar controller, observing the deviation in the approach, immediately tried to establish communications but without success. Additional calls in the blind requesting the aircraft to acknowledge by turning to headings soon established that the pilot could read the controller's instructions. The controller then began to vector the KC-97 for another ILS approach to runway 14R.

During the vector the controller asked the pilot to change his transponder to standby if his ILS was not working. When the target was observed to change the pilot was then advised he would be given a PPI approach.

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T. S. Murphy (l) St. Louis Area Coordinator presents a Suggestion award to William T. Prochaska, SMDO 8, St. Louis, Missouri.



Wilbur D. Manor, ET, (center) receives a Suggestion award from J. H. Ostiguy, Area Coordinator, as Robert Bannister, Chief, SMS 14 (left) looks on.



Paul T. Deranek, EMT, South Bend, receives a Suggestion Award from John D. Mitchell, Chief, SMDO 13.



Jack Cordle, ET, SMS 126, (second left) received an award for his suggestion to provide improved alignment of Video Mappers. Mr. Beardslee made the presentation with N. F. Barritt and Kirby L. Brannon in attendance.



John King, ET, Great Falls (second from right) receives a certificate from Loren Foot, Area Coordinator, for an adopted suggestion. Also participating are Harry Baker (l) Acting Chief, SMDO 11 and Elmer Miller (r) Engineer-in-Charge, Malmstrom AFB RAPCON.



Lois Chapin receives a Sustained Superior Performance award from E. J. Thomas, Chief, Personnel and Training Division. Charles E. Frazier (l) Chief of the Employment Section in which Mrs. Chapin works and Glenn Yost look on.



Charles L. Jones (l) and Michael B. Sailor are congratulated by George Benzion, Acting Chief, Installation and Materiel Division after presentation of Awards. Jones was recognized for Special Service; Sailor for an adopted suggestion.



Elwood D. Kielhorn EMT, receives a SSP certificate and check from Leon M. Athey (l) Chief, SMS 67, Pierre, South Dakota.



Mr. Beardslee presents a check and certificates to his Secretary, Mrs. Wilma Dembroski, in recognition of an Outstanding Performance Rating and Sustained Superior Performance. Mr. Newman and Mrs. Carolyn Bunning look on.



Kansas City area employees were recognized recently for their contributions under the Incentive Awards Program during a ceremony at which Mr. Beardslee made the presentations. Pictured left to right are: M. E. Davis, F. R. McElvaine, Lydia McCollum, H. H. Boyt, Catherine Cheney, W. C. Roe, Erma Fauerbach, Elsie Jennings, Wilma Hupman, M. C. Noteboom, Mr. Beardslee.

Length of Service Award Lists Received

The annual presentation of length of service emblems was temporarily suspended pending redesign of the award emblems. The recently approved emblem is a standard design for the Federal service.

Lists of employees eligible for awards, computed as of December 31, 1962, have been received from the Washington Office. The names of eligible employees, together with appropriate award emblems, will be forwarded to division and staff office heads for presentation in the near future.

Quish Gets Wish



Kermit B. Karns, Acting Assistant Chief, Electronic Engineering Branch, and Arthur B. Newell, Chief, Enroute Aids Group extend their best wishes to Quish.

Edward Quish, Electronic Engineer, has transferred to the National Aeronautical Facilities Evaluation Center of the Research and Development Service at Atlantic City, New Jersey.

Ed joined the Central Region upon his graduation from Marquette University, Milwaukee, Wisconsin, in May, 1961, bringing his wife and two children with him to Kansas City. He was a member of the Enroute Group, Communications Section, Electronic Engineering Branch of the Installation and Materiel Division. While in the Region,

Ed was very active in the solution of problems relating to the new Air Route Traffic Control Centers and associated peripheral communications sites. Just prior to his departure, his associates held a farewell dinner in his honor and presented him with an attache case to remind him of his days in the Central Region, and to express their best wishes for a successful future with the FAA.

Pace to Washington Post

Clyde W. Pace, Jr., Chief, Airports Division, has been promoted to the position of Chief, Airports Standards Division, Airports Service.

Pace, an eleven-year veteran of the Agency, has previously served as Chief, Facilities and Materiel Division, and Chief of the Airports Division while at Kansas City. Prior experience includes three years as Chief Engineer, Division of Aviation, Philadelphia, Pennsylvania, two years with the Civil Aeronautics Administration as Operations Officer, Airports Division, and five years as Chief, Aviation Section, State of Missouri.

A graduate of the University of Kansas, Pace is married and has three children.



Instructor Training Course Held in Detroit



Robert B. Gallenbeck, Flint, CS/T, makes a practice presentation.

The Central Region's seventh Instructor Training Course was conducted in the Terminal Building, Metropolitan Airport, Detroit recently.

Caught by the camera during the course are several of the participants. Members of the class not shown: Robert V. Bauer,



Guy Blakely (l) Jackson FSS, demonstrates shell reloading to Bill L. Toth, Ypsilant, SMS 95.

Jackson SMS 40; Francis L. Chance, Saginaw FSS; Harold H. Downey and Raymond Furgal, Detroit Center; William Hogan, Detroit FSS; Sylvia R. Meagher, Battle Creek CS/T; William M. Morehouse, Detroit SMDO 12; Thomas D. O'Leary, Detroit SMS 73; and Jane M. Wisler, Detroit FSS.



Forrest A. Houdyschell, Willow Run Tower, at the lectern.



Anthony J. Stretansky, Detroit SMDO 12, makes a point.

ATCS(S) Relays March of Dimes Pledges

William I. Schuck, ATCS (S), Cut Bank, Montana, recently donated eight hours of his time to the March of Dimes in a rather unusual way.

Bill participated as a radio ham (call letters W7MKE) in a 16-hour Telorama TV show emanating from KXLY TV in Spokane.

Schuck relayed messages from the Pledge Center at Cut Bank to radio ham K7JXG in Spokane. These were then put on the TV show from Spokane. It is estimated that over the three states of Idaho, Montana, and Washington some \$500 in telephone calls were saved thru the use of ham radio.

Mr. Schuck received a special letter of commendation from the National Foundation for his work in this program.

Army Airspace Representative Transferred

Maj. Theodore S. Ferry, Army Airspace Representative with the Central Region during the past three years, has been transferred to Ft. Rucker, Alabama. Ferry will be assigned to the staff and faculty of the Army Aviation School at the Army Aviation Center at Ft. Rucker.

Before his departure Maj. Ferry stated that he felt the time spent with the FAA was one of the most enjoyable tours of duty he had performed and is hopeful he can return at a future time.

Maj. and Mrs. Ferry and their four children departed Kansas City on February 13 and will live on the post at his new station.



Major and Mrs. Theodore S. Ferry were honored at a luncheon prior to departing for his new post at Ft. Rucker, Alabama. Among those present were (l to r) Mrs. Barbara Durette, William Sprague, both FAA; Maj. and Mrs. Ferry; Maj. Donovan Beadle, 4th Army Air Defense Command; Lt. Col. John J. Nolan, FAA-Air Force Representative.

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in Philadelphia; University of Michigan in Ann Arbor; Michigan State University in East Lansing; and University of Wisconsin in Madison.

When a teacher completes a taped lesson, it is sent to the Tape Processing Center at Purdue University. Here it is given a sharp-eyed and sharp-eared review for educational and technical quality. A team of academic reviewers carefully checks each lesson.

When accepted, the tape is duplicated and both tapes are stored, ready to place aboard the operating airplane and the stand-by airplane for broadcasting to the schools. If the tape is not up to standard, it is returned for remaking.

Five videotape recording machines are used for this purpose at the Tape Processing Center. They rarely have time to cool off as they handle the steady inflow of tapes from the production center. Someone with a statistical bent has estimated that the total of courses in production for airborne television is equal in volume to nearly 1,000 full-length movies.

September 11, 1961, marked the start of the first full academic year of the airborne program. Sample lesson telecasts were first offered during the period May 15 to June 1, 1961. Many schools used this period to install equipment and preview the educational offerings. From June 19 through July 8, special telecasts were beamed to 6,000 teachers and administrators attending the professional assistance workshops in 43 locations in the six-state area. Another series of taped programs was transmitted to pre-school opening conferences July 25 through August 24. Signal test flights and telecasts were made by the aircraft during and in between these periods to allow participating schools to further test their receiving equipment and also to work out the "bugs" in the airborne equipment.

After an approximately two-year experimental run, the Midwest Program on Airborne Television Instruction project is ready to be placed on a permanent basis and expanded. MPATI has requested the Federal Communications Commission for a rule-making to regularize the use of UHF channels for airborne etv, modify FCC rules governing airborne etv, allocate six UHF channels for MPATI.

The airborne region is the largest in the world covered by a single television facility.

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More important, it is the largest area in the world in which every city, village or cross-roads school now has access by means of television to a wide range of quality instructional material at a cost within reach of its budget. (Portions of this article have been adapted from the MPATI brochure "this is Airborne. . .")



J. Paul McDonnell, Chief (l) presents a Suggestion Award to James W. MacMillen, Area Flight Inspector, Minneapolis, while Clyde Slyman, Sector Supervisor (r) presents a Suggestion and Sustained Superior Performance Award to Sam S. Maida, ET. All employees are assigned to FIDO 52, Minneapolis.

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Wyoming, but came back to his old job in the Regional Office in 1947. In 1954 he was selected for Airways Technical District Supervisor, Kansas City, a position he held for two years. He then became Manpower and Training Coordinator, and in 1961 Chief of the Maintenance Operations Section of the old Systems Maintenance Branch.

In 1950, Turp received the Meritorious Service Silver Medal from the Department of Commerce. In 1958 and again in 1959 he received Outstanding Performance Ratings and Superior Performance Awards. He married Bernice Cole in 1933. They have two children, William D. and Bonnie Kay.

A typical \$1 CARE Food Crusade package for needy school children overseas contains enough flour to bake into 300 lunch rolls.

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have a varying pattern of participation by the individual health agencies depending upon the geographic coverage of their chapter or affiliate services and the fact that some of the chapters are included in local community chest or united fund campaigns.

March 11-29, 1963, is established as the period during which the Campaign will be conducted in the Greater Kansas City Area. Plans for conducting the Campaign have been announced in a Central Region Notice.

President Kennedy, in announcing the selection of W. Willard Wirtz, Secretary of Labor, as Chairman of the Joint Crusade, said "In this period of maximum danger to freedom, those who serve our government have proven themselves keenly aware of Edmund Burke's maxim, 'The only thing necessary for the triumph of evil is for good men to do nothing.' There is no finer evidence of your humane concern for the welfare of all men than your increased support of the three private international agencies of the Federal Service Joint Crusade--the American-Korean Foundation, CARE and the Radio Free Europe Fund.

"Under the able chairmanship of the Honorable W. Willard Wirtz, Secretary of Labor, these agencies will again ask for your wholehearted cooperation in their 1963 campaign. I urge all civilian personnel and members of the Armed Forces to contribute voluntarily and generously to help these agencies and our nation in the relentless campaign against the hopelessness, fear, and hunger which are the daily burdens of so much of mankind."

President Kennedy also authorized and endorsed the 1963 campaign of the voluntary National Health Agencies in an official memorandum. Excerpts follow:

"We who work in the Federal establishment — civilian and military — have the opportunity once each year to make an on-the-job contribution to the National Health

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Agencies of our choice. No family in our nation is immune to the tragedy of disease or disability. Our contributions provide the voluntary health organizations with the means to continue the fight for better health for all of us.

"These national health organizations belong to the public. They need our generous support in order to serve us effectively. I believe that everyone will want to make a substantial contribution to the National Health Agencies campaign.

"Attorney General Robert F. Kennedy, who led the 1962 drive with effective results, again will be the National Chairman of the campaign in 1963. I look forward to an even finer record of generous contributor participation."

Columbia FSS Chief Retires



James C. Hammer, FSS Chief at Columbia, Missouri, retired recently after nearly 39 years service. More than 32 of these years were with the CAA/FAA and its predecessors, and over 20 years as Chief of the Columbia FSS.

Hammer entered on duty with the CAA in June, 1930, as a Junior Radio Operator at St. Louis. From St. Louis he moved successively to Kansas City, Columbia, Des

Moines, Omaha, Denver, Rock Springs, Wyoming, and then back to Columbia in March, 1942, when he was appointed Chief, Aircraft Communicator. He served as Chief until his retirement.

A dinner was held in his honor January 19, 1963, in Columbia. Thirty friends and associates attended, including Messrs. Newman, Unti, and Colburn from the Regional Office. Mr. Newman presented him with a Certificate of Retirement. An automatic Bell and Howell slide projector and screen were given to Mr. and Mrs. Hammer by the Columbia FSS personnel.

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Altitude checks were made frequently with the pilots reply given by transponder and the aircraft was landed safely.

Controllers at Indianapolis Center also contributed to the growing list of flight assist and saves when an F-106 experienced instrument and some radio failure on his way into Bunker Hill AFB. Contacting Indianapolis Center on a radio that was still functioning he gave his position as north of Ft. Wayne, Indiana. Controllers were able to identify the aircraft on radar and vector another F-106 to its aid. After visual contact was made, both aircraft continued on to Bunker Hill.

The above examples, although not all inclusive, are considered to be representative of the excellent spirit of teamwork and cooperation exhibited almost daily throughout the United States by controllers and pilots. Other examples will be cited in future issues as space permits.

A private, non-profit network, Radio Free Europe is on the air seven days a week, for 18 hours a day to Poland, Hungary and Czechoslovakia and 5 hours a day to Romania and Bulgaria.



Medical Team Investigates Crash at K. C. Municipal Airport

Following exhaustive studies into the human factor elements involved in the aircrash at the Municipal Airport, January 29, 1963, initial reports by the investigation team have been compiled. Final reporting awaits the results of certain laboratory studies to be performed by the Armed Forces Institute of Pathology in Washington. Excellent participation by the various members of the medical team consisting of Dr. H. H. Karnitschnig, AFIP Pathologist; Dr. Claude Farley, Central Region AME; Dr. Angelo Lapi, Kansas City Pathologist and Dr. M. P. Eanet, Assistant Flight Surgeon, immediately after the crash followed by continuing inspections at the site resulted in gathering data essential in the investigation designed to rule out human failure as a contributing cause of the accident. Dr. Farley, a Kansas City physician and FAA

Region Receives New Beech Queen Air



designated examiner responded to the Agency's call when notified of the crash and volunteered his services as do many AME's at great sacrifice of valuable time.

Regional Flight Surgeon Attends School of Aerospace Medicine

The School of Aerospace Medicine which convened at Brooks Air Force Base, San Antonio, Texas, for a 5-day period during February was attended by Dr. Chas. W. McMillin, Flight Surgeon, Central Region. Selection for attendance at this school is the desire of many of those concerned with space flight and aerospace medical research.

A newspaper release covering the aerospace medical meeting at Brooks Air Force Base disclosed Russian reports of possible abnormal loss of bone-making calcium during weightless space flight. A top doctor in the American man-to-the-moon venture said U. S. space officials would watch for such a possibility in upcoming American flights of fairly long duration to assess the need for measures to prevent space travelers' bones from becoming "plastic" during very long voyages.

Under the Agency's current program of aircraft fleet modernization, Central Region took delivery of a new Beechcraft Queen Air 80 early in February. The new plane replaces the C45H aircraft now in use. The six-place utility transport will be used for in-flight evaluation of the region's air traffic control system and for proficiency checks of Agency pilots.

FAA has been operating two Queen Air 65's out of Washington for several months. The new Model 80 is faster and features a higher useful load than the 65. Powered by two 380 hp Lycoming engines, it has a high speed of 252 mph, cruises at 228 mph and has a range of over 1,300 miles nonstop with fuel reserve. Gross weight of the plane is 8,000 pounds.

New FSS Chiefs Meet in Kansas City



Central Region Involved in Expanded Area Positive Control

Radar positive control service for high speed, high altitude aircraft was extended by the Federal Aviation Agency February 7, when Memphis, Atlanta and Jacksonville ARTC Centers began providing this protection for the first time.

Effective March 7, Minneapolis Center joins the program and Chicago will expand its operation to include all airspace under its control. The area involved in the Minneapolis-Chicago action involves an additional 80,000 square miles of airspace.

The four centers join five others in providing the service, bringing total positive control airspace covered to approximately 560,000 square miles over all or parts of 18 states: Minnesota, Michigan, Illinois, Wisconsin, Indiana, West Virginia, Ohio, Pennsylvania, New York, Kentucky, Tennessee, Louisiana, North Carolina, South Carolina, Georgia, Florida, California, and Nevada.

The FAA plans to make positive control available to all aircraft cleared to operate between 26,000 and 60,000 feet over all the 48 contiguous states except for the Northern

Montana Flight Service Station Chiefs, new to the Central Region, and newly appointed Chiefs throughout the remainder of the Region gathered in Kansas City during February for a familiarization meeting.

The seventeen men present heard welcoming remarks from Henry L. Newman, Deputy Assistant Administrator. During the three day indoctrination, all phases of their operation were presented by various members of the Air Traffic Division. A highlight of the meeting was a visit to the Kansas City Telecommunications Center.

Tier section and a small southern portion which will join the program later.

Area positive control service is available to instrument-qualified pilots who are cleared by air traffic control to operate in positive control airspace. Pilots must operate on IFR flight plans under ground radar control. No VFR operations are permitted. Aircraft must be equipped for IFR operation including two-way radio and functioning coded radar beacon transponder for identification.



Gerald Kendzior, ET, SMS 93, Wausau (l) received an Outstanding Performance Rating and SSP certificate together with a check from Norman A. Amundsen, Area Coordinator. Observing the ceremony is Walter Ninneman, Chief, SMS.



Chicago O'Hare ATCT personnel are shown after presentation of Sustained Superior Performance Awards. (front row l to r) Jon D. Martin, Roger H. Clinton, Mary C. Sanaghan, Clerk-Steno; Russell W. Kelsey, Robert L. Myers, and Harry I. McIntyre.

Back row (l to r) Paul J. Schmitt, Robert B. Joyce, Robert T. Mischke, Duane W. Freer, Keith M. Lindquist, Wilfred E. Johnson, John P. Bowers, and John M. Edleman. Also receiving awards but not present were Warren J. Weber and Leslie G. Callahan.

Civil Servant of the Year Announced

A. H. Sonntag, Regional Director, St. Louis Region, U.S. Civil Service Commission, was the featured speaker at the seventh annual Civil Servant of the Year Award Dinner sponsored by the Kiwanis Council of Greater Kansas City.

The dinner recognized sixteen nominees for Civil Servant of the Year from the Greater Kansas City and surrounding area and observed the 80th Anniversary of the Civil Service Act.

Eugene E. Speer, Jr., Assistant Director of the Veterans Administration Consolidated Center, Excelsior Springs, was named for the award over the other nominees selected from approximately 20,000 federal employees in the area.

Paul E. Cannom, Supervising General Aviation Inspector, GADO 11, Kansas City, was the FAA nominee.



Heart and blood vessel diseases account for 54 per cent of all U. S. deaths. The American Heart Association conducts a year-round program of research, education and community service to combat these diseases.

The annual Heart Fund drive supports this vital effort. More than 75 million Heart Fund dollars have been invested in the research portion of this program alone since 1948.



Nan Wynn, singer and recording star, was sitting on top of the entertainment world when cancer struck. A doctor, treating her for "opening night jitters," discovered a lump on her neck, which later proved malignant. Prompt treatment saved Nan Wynn's life, and now she's singing again - and fighting cancer, too as an American Cancer Society volunteer.

Give for Better Health through the campaign of your National Health Agencies.

SPRING TIME IS
CLEAN UP
TIME!

