FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3

APRIL 1960

FLIGHT LINES
FEDERAL AVIATION AGENCY - REGION 3

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From The Regional Office

It is now approximately 16 months since FAA came into being. During that time we have seen many changes and there are indications of still more to come. Our personnel complement has grown from 17,000 to approximately 35,000 in just a few years. It has been estimated this growth will continue to a total of 60,000 to 65,000 by 1965. The current budget being considered for FAA by Congress amounts to just under seven hundred million dollars. By 1965, this amount may exceed one billion dollars annually.

These are large figures by any standards. The accompanying responsibilities are equally impressive. Many of us can recall CAA when it was relatively small. I can remember when all our manuals and instructions were contained in a few printed pages. We used to know practically everyone in the outfit personally. Instructions could be verbal with few burdensome administrative procedures. You don't have to be reminded how many volumes there are now; how many new supervisors there are to pass on instructions.

As we have grown, all of this has gradually changed without our thinking too much about it. January 1, 1959, however, which was the effective date of the Federal Aviation Act, marked a pronounced transition point. Overnight we became a new outfit with added responsibilities and even more far-reaching goals. Under the mandates of the Act it was decided that we must plan and effect an organization which could more adequately cope with BIGNESS. In a sense we had to re-establish our position and file a new flight plan. Changes were inevitable, but planned growth is healthy. We cannot mark time in an industry as dynamic as aviation.

Working out the details of the new organization has necessarily taken many months because of the magnitude of the job. Rumors have been prevalent and it has been natural that we have become impatient to know how we, personally, are to be affected. As official word has been received it has been passed on to you. This will continue. In the meantime we should recognize that, while some physical moves may be required, they will be relatively few. FAA is growing - there will be more jobs rather than fewer, and there are many reasons for optimism. Most of us will benefit from the changes.

We have had an important job to do and we have done it well. The importance of our work is so obvious, the possibilities for public service are so great, we should all do our utmost to discount unfounded rumors. We should be as patient as we can until final decisions are made. We can look forward to FAA continuing the work we have taken pride in so long.

Leonard W. Jurden

Regional Manager

THE STORY OF "CARF"

(CENTRAL ALTITUDE RESERVATION FACILITY)

by

John G. Koppe and John A. Jarrell

In the heart of downtown Kansas City, in the Kemper Building at 720 Delaware St., a central "clearing house" for all military altitude reservation requests is located. Its official title is the Central Altitude Reservation Facility, but is commonly referred to as "CARF". This facility is unique in that it performs the only air traffic control function of its kind.

The layman is bound to ask, "What is an altitude reservation request, and what purpose does it serve?" The simplest explanation is for one to visualize the planning of a motorcade, for example, from Kansas City to Tampa, Florida. The route to be followed is drawn out on the necessary road maps. Overnight accommodations, the visitation of historical and scenic points of interest, fuel stops, etc., are all worked out in advance of the proposed departure date so that everyone participating knows exactly what to expect. Now take this motorcade and put it in the air and call it a "mass movement" of military aircraft, in this instance, from Lincoln AFB to McDill AFB at Tampa. The route to be flown, altitudes requested, and the training maneuvers to be accomplished, with the amount of time and fuel necessary to accomplish same, are worked out in advance and forwarded to "CARF". CARF, as the controlling and coordinating agency, has the authority to approve or disapprove this request depending upon the "traffic picture"; that is, possible conflictions with other missions (the term "missions" is used for the mass movement of aircraft" or congested terminal areas, such as the airspace above Kansas City, Atlanta, etc.).

This facility was initially created through the joint efforts of the Strategic Air Command and the FAA predecessor, Civil Aeronautics Administration, to break down the increasing volume of SAC altitude reservation missions into manageable proportions, and was soon to become a major and integral unit of the high altitude control system. CARF's reason for existence evolved from the need to relieve the individual ARTC Centers from coordinating the vast volume of special military activities in the upper airspace in the altitude levels from fifteen thousand feet and up.

Plotting and coordinating routes, altitudes and control times on plotting charts at CARF. Left to right: Charles Wimes, Clyde Hood, Clarence Rainer, Ralph Klein and Victor Mahler, Controllers; James Kerr, Deputy Chief; Anthony Martino, Controller; and John Paul Biddle, Jr., Watch Supervisor.

The nature of many present day military air operations requires certain tactical and training missions to be conducted within designated controlled airspace which has been made available by prior allocation or "reservation" by the several Air Traffic Control agencies concerned. Normally, such missions involve the movement of a number of tactical or support type aircraft over a specified route within blocks of altitudes. Depending on the type of mission involved, due to the require-

ment for complex operational planning and preparation, including the necessity for detailed preflight briefing of air crews and support units, an advance air traffic control approval for the use of the requested airspace is mandatory. The number and scope of these missions, commonly referred to in day-to-day air traffic control operations as "altitude reservation" type flight plans, increased to a point where they represented a large share of the workload performed by the ARTC Centers.

Because of the special handling procedures required for altitude reservation type flight plans, which normally involve inter-facility coordination between numerous ARTC Centers and the exchange of a large volume of messages between such facilities, consideration was given to centralizing and simplifying the coordination of such operations to reduce the overall workload and efforts of air traffic control personnel and facilities in processing such flight plans. Since Kansas City is strategically and centrally located with respect to SAC and FAA communication facilities, it was decided to locate CARF in Kansas City.

Service is provided by CARF to the Strategic Air Command, (the major user) Tactical Air Command, Air Defense Command, U.S.Navy, Presidential and Vice Presidential flights, and on some occasions, to the Royal Canadian Air Force. (NOTE: At the present time,SAC altitude reservations constitute between 85 to 90 percent of the CARF workload, whereas during the first year of CARF's operation, SAC was almost a 100 per cent "customer".)

CARF's area of jurisdiction for the allocation of airspace for all altitude reservation requests involves the designated controlled airspace of the continental U.S. and in those oceanic control areas controlled by ARTC centers located in the U.S., with the exception of New York. The floor of CARF's area begins at 15,000' MSL east of, and 24,000 Flight Level 240 (24,000') west of the 100th meridian, extending upward to infinity. The purpose of this division of altitudes is to allow Air Route Traffic Control Centers west of the 100th meridian sufficient altitudes for handling conventional type aircraft in their areas where MEA's are high due to high terrain. In oceanic areas CARF is allocated flight level 240 (24,000')and above.

CARF is responsible for analyzing all altitude reservation mission requests to determine if conflictions will exist between other proposed missions or if the flight paths proceed through critical or congested areas that would create a serious air traffic control problem or cause undue restriction to the movement of normal air traffic.

The physical appearance of the Control Room at CARF is relatively simple and unimposing. There are sixteen plotting boards approximately five by eight feet in size. Fourteen boards contain maps of the entire United States which are used to plot day-by-day operations. Each map represents a twelve hour portion of a 24 hour day's operation. The other two maps are used for Canadian and foreign areas to determine the foreign Air Traffic Control centers from whom additional approval is required for mission routes that extend out of

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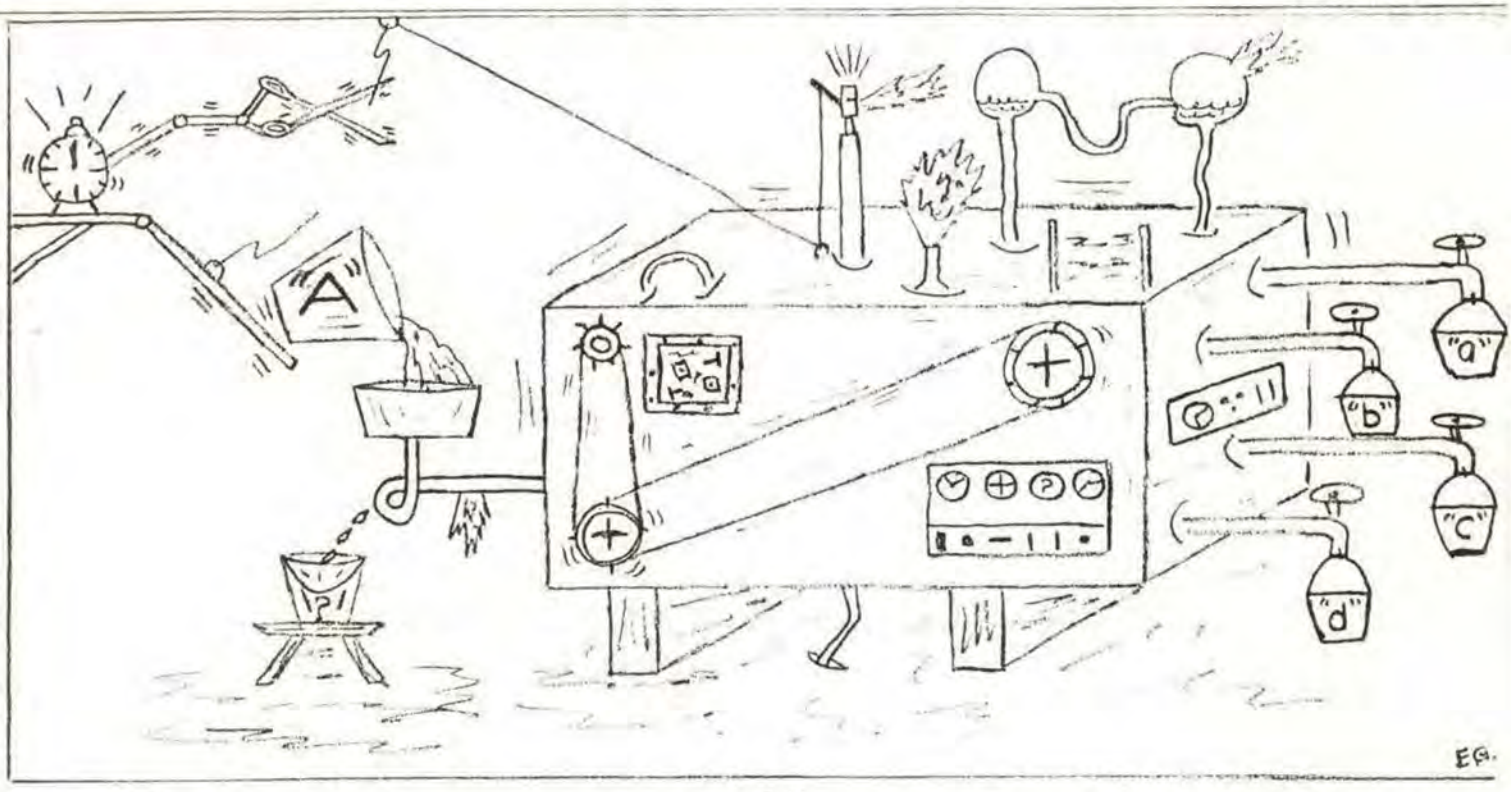
Air Traffic Control Specialists at CARF (left to right) Ralph Klein, C. R. Rayner, Charles Wimes and F. Thornton, working out control times for a no-notice SAC mission.

FLIGHT STANDARDS



"A" { AIRCRAFT ENGINEERING
AIR CARRIER SAFETY
GENERAL SAFETY }

"a" ENGINEERING & MANUFACTURING
"b" AIRCRAFT MANAGEMENT
"C" OPERATIONS
"d" MAINTENANCE

Illustration by E. T. Goulding, Airports

FLIGHT STANDARDS FIELD DIVISION NO. 3

The long-awaited reorganization at the field level for the Bureau of Flight Standards is now a reality. In Region 3 we implemented as of March 20 the Flight Standards Field Division No. 3. The question to be asked is,"Is this a completely new division?" No, just a reorganized former "Aviation Safety" or "Flight Operations and Airworthiness" with new and added responsibilities.

In this regional publication, our "family" has formerly been identified as Aircraft Engineering, Air Carrier Safety and General Safety Divisions. The new Regional Office structure consists of a Division which is a counterpart to the Bureau Director in Washington. Under this Division are four branches; namely, Engineering & Manufacturing Branch, Aircraft Management Branch, Operations Branch and Maintenance Branch.

As would be expected, there has been a realignment of certain responsibilities and duties under the new branches. Briefly, the branches and their new responsibilities can be identified as follows:

1. Engineering & Manufacturing Branch, FS-3100 (Acting Chief, John A. Car-

ran), remains as in the past, except it is now titled as a branch rather than as a division.

2. The Aircraft Management Branch, FS-3200 (Acting Chief, Arthur R. Eno), is a completely new branch which includes three sections - Aircraft Requirements & Utilization Section, Aircraft Operations & Procedures Section and Aircraft & Avionics Maintenance Section. The former Air Carrier Division procedures specialists work is now within the Aircraft Operations & Procedures Section as well as the former Flight Inspection portion which was under the Facilities Division. The Aircraft & Avionics Maintenance Section will include the hangar and all of the maintenance service facilities formerly known as Aircraft Service Branch. This also will include the satellite hangars at Battle Creek and South St. Paul.
3. The Maintenance Branch, FS-3300 (Acting Chief, L.R.Eichem), will include four sections--Air Carrier Maintenance Section, General Maintenance Section and two new sections, the Airmen and Schools Section and an Agencies Section.
4. The Operations Branch, FS-3400 (Acting Chief, K.D.MacKenzie), will include three sections--Air Carrier Operations Section, General Operations Section and a new section known as Business Operations Section.

The latter two branches realign the technical responsibilities for policies, functions and work programs of the former General Safety and Air Carrier Safety Divisions under Operations and Maintenance Branches within the Flight Standards Field Division.

There will be no realignment or changes in the field district office organization at this time and it will remain the same with the Flight standards Division Chief.

With relation to our FLIGHT LINES magazine, you will subsequently be hearing from the Flight Standards Field Division under that title which will include the former three divisions.

As is to be expected, there is confusion in any reorganization; however, due to the fine attitude and understanding of regional personnel involved in this reorganization, we are transitioning as rapidly and as smoothly as could be expected.

Mr. Webster states that to reorganize is "to change to a more satisfactory form or system." We sincerely hope that we can live up to Mr. Webster's definition and with the capable personnel that comprise this Flight Standards Field Division I feel that there is no question this end will be served.

RADIOLOGICAL PROBLEMS

Walt Allard, FSS Chief at Eau Claire questioned radiological problem No. 1 in the February issue, whether an individual exposed to 1¼ r/hr continuously for five days would suffer ill effects since "the body is able to withstand continued exposure to small doses of radiation from natural sources without any obviously harmful consequences." The crux of the problem is that 1¼ r/hr is not considered a small dose and is much greater than would ever be experienced from natural background radiation alone, which is about 0.01 to 0.1 mr/r.

Now try your hand on these:
(References are to "The Effects of Nuclear Weapons" where the answers may be found.)

1. The maximum radius of the ball of fire resulting from the detonation, in air, of a 10 MT nuclear explosion is _____ft. (Page 66, Par. 2.87)

2. A 1 MT nuclear weapon is detonated at an altitude of 7500 feet. The approximate height (above ground) reached by the cloud resulting from the explosion six minutes after the burst is _____ ft. (Page 23, Fig. 2.12.)

Answers on page 15

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the U.S., and there are many of this category due to the long operating range of our military aircraft.

When an altitude reservation request is received at CARF, a file is prepared and the request is retained in a calendar file until a map becomes available for the date the mission is proposed to operate. At the appropriate time a controller plots the route of flight on the map for time of operation, and the requested altitudes are entered on the routes and "control times" are placed at frequent intervals and/or turning points along routes. If there are no other missions conflicting, an approval message is sent to the military sponsor and the concerned Air Route Traffic Control Centers. These centers will then reserve the required airspace during the requested time periods.

Approximately 75 per cent of all altitude reservation requests require the resolution of conflicts with other missions or require a re-routing to avoid areas of high density air traffic. To facilitate CARF operations, a worldwide SAC telephone network is used extensively to coordinate and resolve conflicts. In a typical days activity, it is not uncommon for a CARF controller to talk to military project or planning officers at bases in Hawaii, Alaska, England, Spain or North Africa in eliminating conflicts between proposed missions.

Since July 24, 1946, the date CARF was commissioned, altitude reservations have continued to increase in both number and complexity. In Fiscal Year 1957 CARF processed 3,090 such requests. Fiscal Year 1958 saw 4,122 missions processed. In 1959 a record of 7,823 requests were processed. As of March 1, 1960, 7,859 altitude reservation requests had already been received for processing with four months of Fiscal Year 1960 still remaining, to establish a new record for CARF activity.

A picture of how the ARTC Centers are affected by CARF's activities is revealed through an unofficial report which Indicates that Boston ARTC processed over four thousand ALTRV missions in their area during Fiscal Year 1959. Kansas City ARTC, another very active area in SAC altitude reservations, also approached that figure. Other centers, not so adversely affected, still have a sufficient volume of this type of military activity to require the assignment of personnel on a more or less permanent basis to the duties of processing altitude reservations within their own area.

The growth of CARF staffing has long since exceeded the original estimates of its creators. It began operations with a Chief Controller, one secretary, ten controllers, and six teletype operators. Mr. Addison D. Scott, the present Chief Controller, formerly of the Kansas City ARTC Center, now heads a staff consisting of a Deputy Chief, four Watch Supervisors, twenty-one controllers, and one secretary. The teletype duties have been assumed by personnel of the Kansas City Flight Service Station who are on duty at CARF. CARF has been able to absorb the rapid increase in workload and operations through the versatility of its personnel who hail from every "corner" of the FAA; from the Centers at Honolulu, Fairbanks, Anchorage, Seattle, Los Angeles, Albuquerque, El Paso, San Antonio, Indianapolis, Washington, New York, Jacksonville, Kansas City, and the RAPCONs at McDill AFB, March AFB, and Olathe (Kansas).

Like many FAA facilities, CARF has also outgrown its quarters. The original working space was tripled within less than a year after it began operations. Future plans call for even greater expansion at the present site. Conjecture has it that CARF may some day occupy new quarters near the new Kansas City Center building which is now under construction at Olathe, Kansas.

The future of CARF is, without doubt, bright. Its place as a permanent facility in the Air Traffic Control System is well recognized by the military a-

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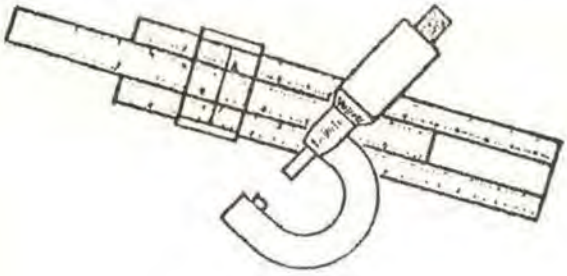

AIRCRAFT ENGINEERING

Every aircraft and aircraft engine in use has its own specification, which is a detailed description of itself. The specification is the first source of information referred to by anyone who is interested in the particular airplane or engine. It is an unvarnished statement of fact, and it is the law under which the article described will be used.

Specifications are numbered to designate the issuing region and they all start out with the manufacturer and model, going down the line to minute details of construction, ratings, limitations, applicability, and approved components and accessories.

Where models are sufficiently similar to include several under one specification with only a few references to the variations, this is done to save paper and provide easier reference, but sometimes as models keep being added by the manufacturer, this practice results in a cumbersome monster which requires complete revision.

A lot of work goes into the preparation of a specification or specification change before it leaves this office for publication and distribution by the Washington Specifications Staff office. There has to be full coordination between all Aircraft Engineering branches and with the manufacturer, and this often requires drafting at least once before putting in final form. Changes to published specifications on models which are now being manufactured are numerous and frequent because of the continual progress and improvements being made in aviation products.

To the average typist a Specification with its technical terms, its figures and symbols might well be so much Chinese, but as we work together in the Aircraft Engineering Division some of the technical knowledge rubs off on our clerical staff and we are fortunate in having clerks who are sometimes able to detect errors which the engineers might have overlooked in the preparation of these important pieces of paper we call Specifications.

WELCOME

The Division extends a hearty welcome to Edward R. Lambert as an Installation Engineer in our Power Plant Branch. Mr. Lambert was previously employed at Westinghouse in Kansas City as an engineer in the mechanical design section of jet engine development.

FAA is about set to issue proposed rulemaking suggesting the issuance of "air agency certificates" for qualified crop dusting operators. The new rule will incorporate the practices and policies of the good operators in the industry, as rated by FAA. The agency seeks increased pilot competence and "clearcut lines of responsibility" for operations by all aerial applicators.

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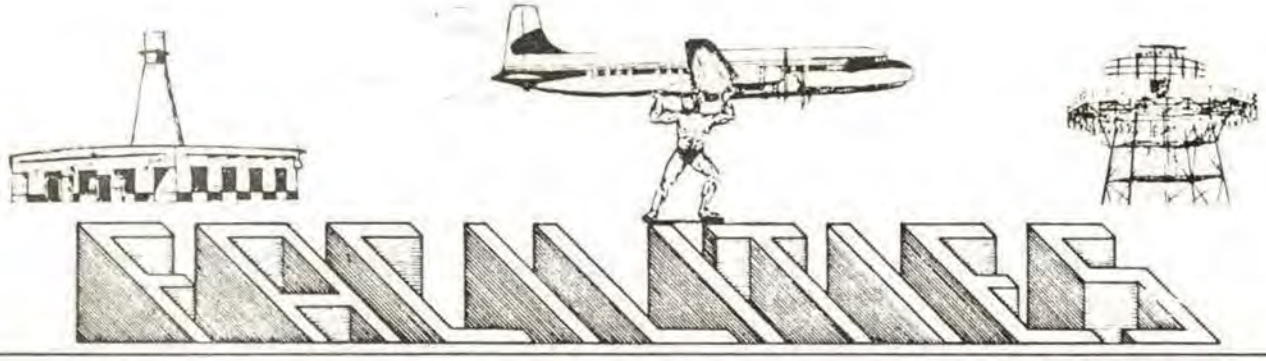
gencies who use its services. It is possible that future concepts of operation may permit Civil Turbojet aircraft to use CARF's facilities. This would require much study and research to adapt the operational procedures to such useage. In addition, studies are also under way by private organizations under Government auspices to automatize many of CARF's functions and operations and, if automation processes are practical of application, this will create a number of future changes in the facility.



"SHORT CIRCUIT" GURDES
THE LIFE OF AN ENGINEER

On a night of a terrible blizzard in the latter part of March 1890, a baby boy came to this earth - Frederick Alfred Henry Gurdes - Diversey Court, Chicago, Illinois.

At the age of 17, after 7 months of wearing out shoe leather, he landed a job with Commonwealth Edison Company, Chicago, as a "pressure boy". Later he was transferred. Fred soon realized the importance of having an education in order to earn a better living, so he attended Lewis Institute for 4½ years. By attending school from 8:15 a.m. to 3:00 p.m. (working 4:00 p.m. to midnight) he received 15 credits for an academic education.

Fred resumed his electrical engineering education at Armour Institute for another 5 years, 7 months. During this period, he received three scholarships from the Commonwealth Edison Co. During the latter period he passed the Illinois State examination for Assistant Electrical Engineer for the Commissioners of Lincoln Park, Chicago.

Fred's career during World War I,was varied to say the least. He designed and installed the flood lighting for Grant's Monument, Lincoln Park. He served in the Navy aboard the SS Alabama on submarine patrol off Montauk, N.Y. He later served in the Army Air Force, the Signal Corps and was four days at sea towards France when the Armistice was signed.

On October of 1921 he opened an engineering office in the Oxford Building in Chicago, and worked on Sherzer Bridge design, fabricating steel for Ford Motor Bascule Bridge at Dearborn, Michigan. He was appointed engineer for village of Wilmette, designed and installed the street lighting system for the entire village ($350,000). The job was completed in 1925.

Fred was associated with Barker-Flavin-Sheets-and-Wallace, a consulting engineers' office in Pure Oil Building. He designed and installed a street lighting job for the village of Forest Park, Illinois; Barrington, Ill.; Villa Park; also installed a 24-inch water main for Forest Park, connecting from the City of Chicago water main 15,000 feet through Oak Park to a million gallon reservoir at Forest Park Pumping Station.

In 1942 he installed the four flight-light units at Chicago-Midway Airport, located at each corner of the airport. A year later, the Safety Department of CAA decided the flood-light towers were a mental hazard in the approach zone. All that are left now are the manholes.

On April 23, 1943, Jim Arnold hired Fred as his "Power man" with the construction crew supervising the installation of various types of landing and airways facilities.

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VISITORS FROM BRAZIL

Springfield, Mo., ATFO-86, has had two radio technicians from the Brazilian Ministry of Aeronautics assigned to it from January through March. Messrs. Mario Almeida and Mario Pantoja were assigned for the purpose of participating in VOR/ILS maintenance and installation operations. Upon completion of their work in Springfield they proceeded to the Washington office for two weeks, then to New York City, where arrangements were made for their return to Brazil.

Both men, prior to their departure for the U.S.A., were members of the electronic maintenance staff at Rio de Janeiro facility. They arrived in this country January 19, 1959, and attended classes for nine months at the Aeronautical Center, Oklahoma City, Okla.,then for two months worked in the field at Charlotte, N.C.before coming to our region at Springfield. Both men are career employees with the Brazilian government, each with more than ten years service in that capacity. They will be working with the installation and maintenance of ILS upon returning to their country.

SPECIAL AWARDS DEPARTMENT

A special salute to Mrs. Cleo Kasten, Clerk-Stenographer for ATDO 5, Minneapolis.

In token of gratitude for 3,226 hours during 12 years of voluntary service at the Twin Cities Veterans Administration Hospital, she was presented a 2500-hour service pin by the hospital in a small ceremony in the District Office.

A Red Cross Gray Lady from September 1946 to September, 1958, she served as a recreation aide in neuro-psychiatric wards and assisted the nurses in the blood donor station. For countless weekends and evenings, she brightened the lives of helpless patients by writing letters, shopping, selecting birthday cards, taking wheelchair patients to and from recreational activities, arranging card parties, stage shows, acting as usher in the hospital auditorium and, of course, spreading her million dollar smile throughout the wards.

Our Springfield, Mo. staff with the two Brazilian visitors. Standing: Left to right, Mario Pantoja; James Given, EEG; Ray Baldridge, SEIT; Bob Gones RES-ATDO8; front row, left to right, R. N. Bolick, CATFO-86, and Mario Almeida.

Mario Pantoja (left) and Mario Almeida, two Brazilians studying VOR/ILS maintenance and installation operations at Springfield, Mo.

Richard W. Lewis, Electronic Engineer in the Radar and Communications Engineering Section, has resigned to return to school at the University of Kansas. He will receive his M.S. Degree in Electrical Engineering in June 1960 and hopes to continue his schooling toward his PHD. His thesis for

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In conclusion, it might be mentioned that Fred was made a member of the American Institute of Electrical Engineers in 1914, and is now a life member and is also a registered engineer of the State of Illinois. He was raised in the Masonic Lodge Bro. 986 in 1914.

Fred's wife, Stella, is a very ambitious girl, having held responsible jobs in the business world, and also in outside organizations. She is presently keeping house in their new home at Burlington, Wis.

"So, the coming retiring days find me contemplating some engineering work, a bit of fishing with some travelling, enjoying the scenery, and taking pictures with the new Polaroid camera given me as a retirement gift, which I cherish and appreciate very much. Retired, but not Tired.", says Fred A. Gurdes, E.E. Our best wishes go with you, Fred!

Well Done!

Facilities Maintenance Branch, KC-670, recently received the following commendation through a letter to ATA: "We feel that the FAA should be advised of what is considered an outstanding show of performance in the restoration of the St. Louis ILS after it had been damaged. This display of aggressiveness cannot be overlooked by us. We feel that it is an outstanding job and would appreciate your passing on to the proper people within the Third Region our thanks for a job well done.

Very truly yours,

American Airlines, Inc."

Greetings!

We usually have an occasion to say farewell to our employees but ATFO-12, Hobart, Ind., has reversed the procedure. We are glad to welcome Robert J. Scholar to FAA. Mr. Scholar comes from Ironwood, Mich. Mr. Little, SES, and Mr. Hazzard, EMT, who are shown with Mr. Scholar are also from Michigan and they claim they consider themselves as "D.P.'s".

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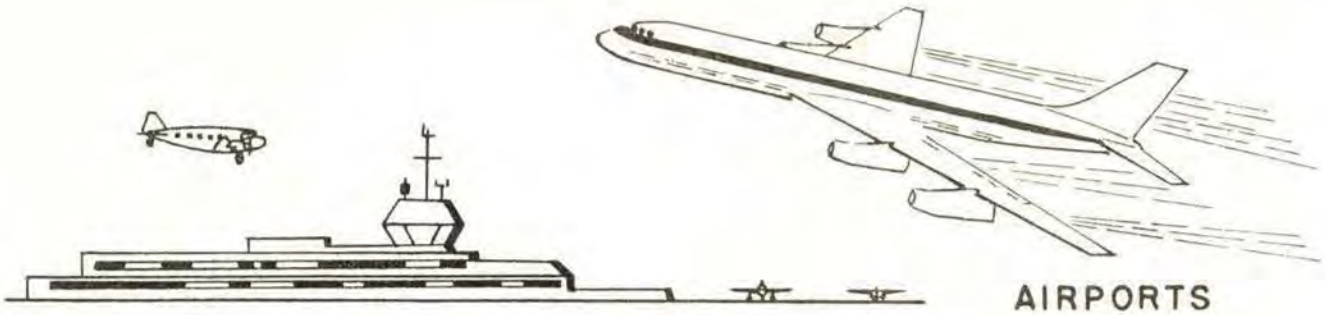
the M.S. degree is on the design and use of the Tunnel Diode. Dick started work with the FAA in June 1956. We hope to have Dick with us again after he has his PHD.

Congratulations to Marion C. Strickland and wife - proud parents of 7-pound boy, Terry Allen, born February 19, 1960.

Two of our engineers, Ray Basham and John W. Metcalf, have transferred to the Washington Office. Ray reported for duty in Washington March 21 and John on February 25.

Presenting 2500-hour award pin to Mrs. Cleo Kasten is Mr. Neil Tangen, Special Services Offices, Twin Cities V.A. Hospital. Looking on is D. W. Updike, District Supervisor.



AIRPORTS

AS WE SEE IT

The growth of an airport is always to us an interesting thing to watch. We consider ourselves very fortunate that here in the Minneapolis-St. Paul Metropolitan area we have an airport (Wold-Chamberlain) which has developed over the last 40 years from a cow pasture which shared honors with a race track to one of the more modern airports which after the completion of the current projects and plans will be able to handle the largest jets.

Luckily, we also have been able to find in our files copies of aerial photos of the airport taken in the approximate years of 1940, 50 and 60. From these we can trace the growth of the facilities, the addition of runways (and in some cases, as with the E/W, its subsequent removal), taxiways, buildings, and land.

One other item of extreme interest is the growth of the residential area surrounding the airport. This somewhat refutes the continued claims of various witnesses testifying against the improvement of the airports and making great to-do about the airport blighting the surrounding territory.

DAE Knoepfle was called for a two week term of Jury Duty beginning February 29, 1960. He reports nothing spectacular like a juicy murder, only accident cases.

Jim Popp landed on skis the other day at Hayward Municipal Airport, Wisconsin and in taxiing over the snow and ice he lost the fabric off his bottom (airplane).

Jean Stinebaugh (Mrs. Melvin) sits at the front desk in our offices and gives with the yak yak on our phones

Wold-Chamberlain Minneapolis-St. Paul International Airport. Top photo 1940 - bottom photo 1960.

and the clack clack on our IBM dreamboat (electric typewriter). She has in her life the bright spots of her husband, Mel, and her cat, Buster. She has worked for this outfit for more years than she likes to remember (since the beginning of FAAP) and had a stint with the Minnesota Mining and Hamm Brewing Company (free samples except she doesn't like the stuff.) Also had a stint with the local Macalester College and the University of Minnesota. Interests? Minnesota and Mexico (in that order), swimming and fishing, and the housewifely arts of cooking (and eating), sewing, and decorating.

Audrey Erickson (Mrs. Gerald), Clerk-Steno. Audrey is a native St. Paulite. She started her "career" in St. Paul working for an Abstract Co. and the County Assessor's office. After marrying a Navy man, she began her travels - first to San Diego, California where she worked for Convair and then to the Great Lakes, Illinois area where she worked in one of the Navy Training Schools. Then the "home fires" beckoned and Audrey and spouse returned to St. Paul where she went to work for CAA-FAA in 1956.

Audrey's main interests are her husband, Jerry, and her two parakeets, Salty and Dilly. Her hobbies are bowling, fishing, and some hunting (with Jerry doing the shooting), a little golf and a lot of lounging come summertime weekends.

David T. Rask, Airport Engineer. Dave graduated from the University of Minnesota in 1957 after spending 4 years there and one year previously at the Rochester Junior College. After graduation, he worked for the Consulting Engineer on the first Rochester Airport project and joined us in 1958.

Dave's hobbies are his wife, who teaches school in St. Paul, and bowling. Right now he is undergoing the rigors of working on his private license.

Glenn Haugen, Airport Engineer. Glenn is a product of Northfield (less known for the down-fall of the James gang), Minnesota and the University of Minnesota, B.S.C.E. '51. He is a registered Professional Engineer as of 1958. He served with the U. S. Navy during World War II with the Aviation Branch and after graduation from college he spent a period with the Milwaukee Railroad and a Consulting Engineer before starting with the 'Friendly" Aviation Agency (then C.A.A.) on December 1, 1958. Glenn and his wife (Phyllis) have 5 children (3 boys, 2 girls) and a four-year old Schipperke (he says its a dog). Glenn and his wife are considering the higher social limits and taking bridge lessons. He says his wife is doing fine but feels his outcome is still in doubt.

James F. (Jim) Popp, Airport Engineer, Wisconsin. Jim was born and raised in Milwaukee, Wisconsin and was blessed with being one of several sons of one of the local medical practitioners. He learned to fly on General Mitchell Field back in the early World War II days when flying off the airport with less than dual VHF was permitted. He served in the Army Air Force as a cryptographer with duty in the Far East. After his military service, he attended and graduated from Marquette University, did a stint with the Illinois Highway Dept. as Resident Engineer on bridges and paving and went to work with the CAA in 1957. He is in charge of this District's work for the State of Wisconsin and has earned his Commercial Pilot's License while with us. His family consists of his wife, Theresa, 4 girls and one boy (finally), and when not eating, likes to hunt and fish or just be out-of-doors.

William C. Knoepfle, District Airport Engineer. Bill was raised in Saginaw, Michigan and graduated from the University of Michigan, B.S.C.E., '38. In 1938, he joined the CAA and, since then, except for a short period

when he was employed by the Corps of Engineers, Mr. Knoepfle has been continuously employed by the CAA-FAA. His experience is broad in scope and has ranged from Chief of the Planning Section to Airports Division Chief on the Regional level and from Airport Engineer to District Airport Engineer in the District.

Because of the demands of his job, Bill has had to give up his main chief hobbies - pipes, cigars and bowling. His main hobbies now are his gracious wife, Beryl, his job, and his Dachshund, "Pete".

Edgar P. Vie, Deputy District Airport Engineer. Ed came to us from the plains of North Dakota and its University, B.S.C.E. '39. After a stint with the Corps of Engineers in Nebraska and Panama, he was called to active duty with the Army Engineers and served with the 805 EAD in Panama and the Mid-Pacific campaigns. After separation, he worked with the Bureau of Reclamation for 3 years and finally found his true love and joined the CAA-FAA in February 1949. He has his Private Pilot's Certificate, is a registered professional engineer, and Lt. Col., CE-U.S.A.R.

Edgar and Laura have two daughters and one boy. Keeping ahead of them and the house maintenance chores are enough in the hobby line for him. Of course, the former includes considerable travel, ice skating, hunting and someday in this great State of Minnesota a little fishing.

Arthur W. Carlson, Airport Engineer, Minnesota. Art reports that he is a product of the University of Minnesota Engineering School and the "School of Hard Knocks". After a period of 10 years with the Minnesota Highway Department, he went to work for our precedent agency, "CAA", in 1942 and worked for the Facilities Division, mainly in charge of the construction of airports under the DLAND and DCLA Programs. He transferred to Airports in 1946 and, except for a period from 1953 to 1956 which he spent in involuntary exile (1953 rif), Art has been in this District Office. He is a Registered Professional Engineer in Minnesota.

Art and his wife, "Pearl", have two married daughters and one son in the Air Force. He is the proud grandparent of five grandchildren.

Although Art's hobbies used to run the gamut of basketball, ice skating, semi-pro baseball, football, softball, the hard hands of time have caught up with him and he now restricts himself to bowling, fishing, hunting, golfing, playing cards and lodge work. He says that when old father time slows him down further he still hopes to see one of his grandchildren make good one of his former ambitions and star in the big leagues.

OUR GANG

William C. Knoepfle

Audrey Erickson

Edgar P. Vie

David T. Rask

Jean Stinebaugh

Glenn Haugen

James F. Popp

Arthur W. Carlson

RADIOLOGICAL NEWS

Radiological By-product Certificates were issued April 7 to qualified radiological monitors of record. These certificates are a sub-license of the basic AEC license issued to the FAA. The certificate entitles the holder to all of the privileges of the basic license but it also subjects him to all of the obligations of the AEC license. Holders of the certificates are key members of the FAA nuclear defense organization. All are asked to become thoroughly familiar with their duties, responsibilities and authority and that they exercise them with careful attention to the requirement of the basic AEC license. A copy of the basic license and other pertinent documents were furnished with each certificate and should be maintained as an integral part of it.

If anyone who has had either the FAA or OCDM course in Radiological Monitoring has not received a certificate, let us know.

Two new forms have been devised to be used when checking out radiological equipment. One is a Radiological Equipment Maintenance Check List and Report which combines in the one form (FAA-2612) the old check list and report forms (ACA 2612, 2613 and 2614) for the CD V-750, 700 and 710-720. The other is titled "Calibration Record Radiological Detection Equipment" Form FAA 2585. In addition to the calibration record it includes a grid for use in constructing calibration curves. This form will be used for training and operational purposes whenever an instrument is calibrated with a radioactive source, other than the sample source incorporated in the instrument. Whenever radioactive source materials are sent to a facility for calibration purposes copies of this form will be sent along. Neither form is in stock as yet, and they will be issued from the Regional Office as needed.

Apparently the repair of radiological instruments program is going along in good shape. In a couple of cases instruments returned from the repair shops were still inoperable. OCDM tells us they should be sent back to the repair shop for another try.

A regional circular on the whole radiological program is being worked on as time permits. When it is issued, the circular should answer most of your questions on the program. In the meantime, if you have any questions or comments, they are always welcome.

ANSWERS TO RADIOLOGICAL PROBLEMS

1. Solution: Basic Formula - $R=230W^{2/5}$

   $W = 10000$ (1 MT=1000 KT)

   $$\text{Log } R = \text{Log } 230 + \frac{2 \log 10000}{5}$$

   $$= 2.3617 + \frac{8.0000}{5}$$

   $$= 3.9617$$

   $R = 9156$ ft.

2. 76,000 ft.

* * *

"Aeronautics Toastmasters Club 559" Area Speech Contest

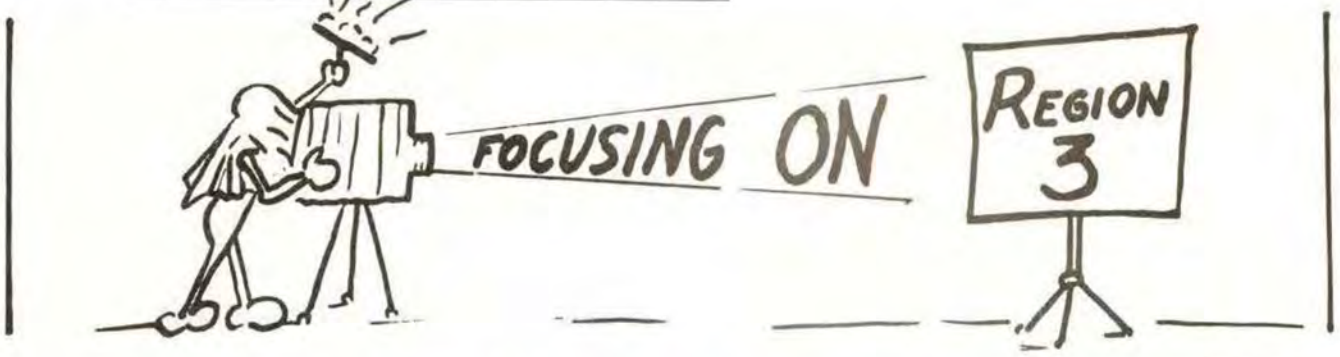
Wayne Karl (KC-664) took 3rd place in the area speech contest held at the Elks Club, Saturday, March 19, 1960.

First place winner, Ernest C. Leslie, a member of the "Bootstraps Club," competed in the District meet at Emporia, Kansas, April 23 and 24.

Charles Baker (KC-630) was selected to represent the area in the "Humorous Speech Contest" at the District meet at Emporia.

Newly elected officers for Club 559, for the six-month term from April 11 through September 30, are as follows:

President	-Tom Davis
Education V.P.	-Lloyd Jones
Administrative V.P.	-Charles Baker
Secretary	-Roy Stears
Treasurer	-James Carl
Sergeant-at-Arms & Parliamentarian	-H.Louis Robinson



Cape Girardeau, Mo. is getting a new FSS and teletypewriter installation. At work on it are (left to right) Herb Teckenbrock, SEIT; Eugene Muenks, EIT; and Cager Sutton, EIT.

Caught by our Editor-Photographer on a recent visit to the forthcoming FAA Flight Service Station at Cape Girardeau, Missouri, were Regional Office personnel, Milton Zeuner, Airports Engineer; Mrs. Mildred Sylvester, Secretary, Public Affairs Office; and E. T. Goulding, Draftsman, Airports Division.

Acting Chief of Aircraft Management Branch, Art Eno, (right) performs pleasant task of presenting Suggestion Awards to Kansas City personnel. Supervisor L. A. Bichlmeier, left, and Kenneth Gordon, 2nd from right, look on as Elmer Batchelor, Louis Hollis and Eugene O'Toole receive checks and letters of commendation from Art Eno.

After fighting a battle of winter mud, foundations are poured for the new Chicago ARTCC.

FAA engineers on the job at the new Chicago ARTCC are BOB BRISTOW, MATT STRAHM, Project Engineer, and PAT KITTRICK. Their task is to check construction progress with the Arnold Lies Company, contractor for the job.

"From little acorns grow. . . ."The new Chicago Air Route Traffic Control Center at Aurora, Illinois, is beginning to take shape. General view showing first wall section forms to be erected.

CIVAIRETTE CORNER - a new addition to our magazine.

We shall endeavor in this Civairette corner to keep you up to date on the goings and comings of this organization in the Regional Office. First, we would like to introduce our officers for the year 1959-60 as shown below.

Current Civairettes Club Officers. Seated: left to right, Lola Wade, Treasurer; Artye Marx, President; and Carolyn Liggett, Social Chairman. Standing left to right: Catherine Shonkwiler, Service Chairman; Vera Gerhart, Vice-president; Pat Hartl, Corresponding Secretary; Barbara Durrett, Program Chairman. Not shown is the Recording Secretary, Rose Foster.

For the newcomers in FAA, the Civairettes is a club organized by a group of then CAA girls in 1942, to promote good felbwship and acquaintance of coworkers. The club sponsors many worthwhile projects such as the Christmas adoption of needy families. It offers social entertainment to its members by social get-togethers, such as movies, plays, picnics, teas, etc. Our club affords an opportunity to learn more about FAA through guest speakers at the monthly luncheons. Too, there are speakers from private industry at our meetings.

Who can become members? As stated in the Club Constitution, membership is open to "..female employees of the Third Regional Office and the Kansas City Field Offices, who, by virtue of their position, can abide by the Constitution and By-Laws of the Club." Membership fee is $1.00 payable upon request for membership. Monthly dues are 50¢ payable in advance by the quarter.

Civairettes hold a monthly luncheon meeting the third Tuesday of the month at a nearby restaurant. Excused leave of absence has been granted by the Regional Manager for members to attend this meeting. Each business meeting is followed by a program presented by a guest speaker either from the FAA or from private industry. If you would like to know more about our club, talk to your Floor Representative or contact someone in your section who is a member of the Civairettes. Either will be happy to invite you to our next meeting.

You will be hearing more about our Blossom Ball to be held May 7, 1960, but circle that date on your calendar and PLAN TO ATTEND. FUN FUN FUN!

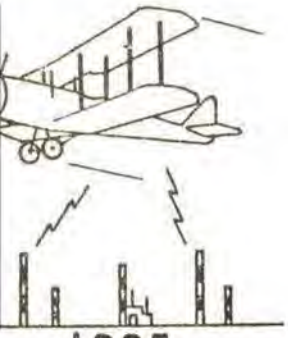
SAY, HAVE YOU HEARD? THE EMPLOYEES ASSOCIATION PICNIC WILL BE ON SATURDAY, JUNE 18TH THIS YEAR. TIE A STRING AROUND YOUR FINGER, MARK THE CALENDAR WITH A BIG RED CIRCLE, DO ANYTHING - BUT DON'T FORGET TO MAKE PLANS TO ATTEND THIS PICNIC!!!

REGIONAL MANAGERS APPOINTED

Just at press time word was received from Washington naming the six Regional Managers who will head up its Regional Offices under the Agency's field reorganization program.

Those so designated are:

Region 1 - Lawrence C. Elliott
Region 2 - Archie W. League
Region 3 - Leonard W. Jurden
Region 4 - Walter P. Plett
Region 5 - Allen D. Hulen
Region 6 - John M. Beardslee



AIR TRAFFIC MANAGEMENT

"FAA's MOST CHALLENGING MISSION"

In last month's issue we ran a feature article on the Detroit Center, written by James Holtsclaw of that facility, which traced the growth and expansion of the Center from the date of it's initial commissioning back in '36 to the current year and included some of the historical facts, figures, and other material of interest.

CARF

This month, we are fortunate enough to have another contribution from our family of field facilities---this time the feature article will be on "CARF", the Central Altitude Reservation Facility, submitted by John Koppe, with an assist by John Jarrell, both members (charter members, at that!) of the CARF staff. The CARF story should be of interest to many of our own field personnel, since CARF, unlike a center, tower, RAPCON, or station, is unique unto itself---there is only one such facility in the FAA and it has no counterpart. For this reason, a majority of our field facility personnel have never had an opportunity to visit and see a Central Altitude Reservation Facility, because there just ain't no others, nowhere else, and many people undoubtedly have a mental picture of their own as to what they think CARF looks like and how it functions.

After reading the CARF article, and looking at some of the pictures that will accompany it (at least I think our roving photographer, Mr. Benedict, is planning on taking some photos of this facility with his trusty Speed-Graphic), your concept of the Central Altitude Reservation Facility and what it looks like and how it operates should be more enlightened and accurate, thanks to Messrs. K & J (Koppe and Jarrell).

Now, since we have been able to publish a feature article on one of our field facilities in two consecutive issues of FLIGHT LINES, how about receiving more of this interesting material from some of your co-workers with journalistic aptitudes (or from YOU, yourself)? It seems reasonable to assume that with our Third Region "family" of 72 Flight Service Stations, 20 Towers, 21 CS/T's, 6 Centers (less the DTW Center, which has already scored with a "first" in this field), the Olathe RAPCON, which is the only RAPCON not administratively and operationally combined with an adjacent Tower, plus CARF (which has also registered a high score with it's current article), and our 9 Resident Inspectors at Ellsworth, Minot, Grand Forks, K.I. Sawyer, Kincheloe, Schilling, Whiteman, Scott, and Bunker Hill AFB's, all of which encompass more than 3,100 ATM personnel, there should be no lack of material for many more such contributions. We might also include our 5 Air Traffic Supervisors in this list, too, even though they are not specifically in the field facility category, as we don't want to eliminate or inhibit any potential contributors. So, how about a contribution from YOUR facility?

REORGANIZATION. In the March issue, we stated that the April issue of FLIGHT LINES would contain some information on forthcoming changes in our Air Traffic Management organization, both in the R. O. and in the field. Although we still do not have some of this information in a finalized and officially approved form as of this date, we will report on it as it stands at present, with the qualification that some changes may yet occur before it goes into effect.

Our organization of the ATM Division in the Regional Office will follow this pattern, not only in the Third Region, but in other Regions as well.

Under the Division Chief (and incidentally, the Division in each Region now carries the title "Air Traffic Management Field Division"), will be six Branches: Program Control, Operations, Planning, Airspace Utilization, Regulations and Procedures, and Operations Evaluation.

Basically, except for Operations, Planning, and Airspace Utilization, the functions and activities of the Branches will remain much the same as the now existing Branches. What is now the Planning Branch will become two separate Branches.

The new Planning Branch will handle ATM planning functions relating to facility space and equipment requirements and layouts; and the Airspace Utilization Branch will handle all functions and responsibilities relating to airspace requirements for airways, control areas, control zones, "special use" airspace---such as Restricted areas, Military Climb Corridors, aeronautical hazards (TV and radio transmitting towers, etc.), and location of nav aids. Additionally, this Branch will be responsible for the Chairmanship of the Regional Airspace Subcommittee and the coordination of the multitude of problems with the other agencies and civil and military organizations that have an interest in the broad area of airspace utilization.

The Operations Branch will be responsible for directing and overseeing the field training programs, management of personnel requirements and manpower utilization, and general operating standards for ATM services in the field. A major basic difference in their function will be the delegation of much of the responsibility for the day-to-day operation of field facilities, presently handled by the Facility Operations Section, to a new echelon of supervision to be located in the field. More about this later.

The Washington Office (BATM) proposes to establish an "Area Operations Office" for each ARTC Center area in each Region. The specific title of these offices is not yet firm and may be subject to change. This office will be under jurisdiction of a Chief, and will have a small staff (again, the exact type and number of personnel in this office have not been determined yet), and will have direct line supervision of and responsibility for all ATM facilities located within the Center's control area boundaries.

The ARTC Center, plus all ATM facilities (Towers, CS/T's, RAPCONs, FSS's, and Resident Inspectors in the area will report directly to the Area Office for supervision. Additionally, the requirements for personnel, equipment, supplies and materiel, and the funds required for carrying out various day-to-day operational programs will be administered by the Area Office. In the Third Region, there will be six such Area Offices: Kansas City, Minneapolis, St. Louis, Indianapolis, Chicago, and Detroit. The Area Office Chief will report directly to the Division Chief.

This concept of organizational structure and administration will require a great many changes in the existing way of doing business, both in the Regional Office and in the field. For example, we will acquire in the Third Region a number of new facilities which are presently located within our ARTC Center area boundaries, but currently belong to adjacent Regions. For example, in the IND area we will gain certain facilities located in parts of Ohio, Kentucky, and West Virginia; in the STL area we will acquire facilities located in parts of Oklahoma and Arkansas; and in the MKC area we will pick up certain facilities in Oklahoma. Conversely, we will lose to the Fourth Region a number of facili-

ties in Kansas, Nebraska, and South Dakota, that are located in the Albuquerque and Denver ARTC areas.

Maintenance personnel of the Facilities and Materiel Division will likewise follow this same organization pattern and will report to a F&M supervisor located at the Area Office for the geographical area concerned.

A test operation of the Area Office concept has already been established by the Washington Office for the Cleveland ARTC area, effective April 6, and will run for approximately six weeks to evaluate this method of decentralized administration and operation. The Cleveland test is using offices in the new Cleveland ARTC Center Building at Oberlin, Ohio, for a temporary headquarters. Staffing of the temporary Area Office for this test is comprised of selected personnel from the Washington Office, First Region, Second Region, Third Region, and Fourth Region. The office is headed by Lt. Col.Ralph Hyder, from the BATM Washington Office. Bob Davison (KC-522) is a member of the staff selected for the test operation, which should be concluded during the latter part of May. Representatives from the First Region Personnel and General Services Divisions are also members of the test group at Cleveland, in order to provide the maximum supporting services for administrative requirements during the test phase, operating under specific delegations of authority from the New York Regional Office.

Depending on the outcome of the Cleveland test, it is anticipated that a number of adjustments may be made as the result of specific problem areas brought to light during the 6-week trial operation of the Area Office concept, and the final plan for the Area Office organization program will be submitted to the FAA Administrator for approval. If approved, we can expect this new concept to be placed in effect during FY 1961, although it is doubtful that it can be implemented immediately on July 1, 1960. More likely the Area Offices (or whatever they are called in the finalized program) will be phased in over a 6-month period.

As we have pointed out, the foregoing organizational changes and concept of operation are still in varying stages of planning and implementation and are still subject to change. Also, we have only endeavored to give you a summarized report on the scope and general area of responsibilities and duties of some of the offices in the new organization, and not details, at this time. Perhaps this will suffice to give you some understanding of the basic organizational plans which will be supplemented at a later date by official releases from Washington and the Regional Office.

A NEW FACILITY ADDED

The Champaign CS/T, located at the University of Illinois Airport, Champaign, Ill., was commissioned on March 21 and is the newest member of our Third Region ATM family. It was commissioned as a non-approach control (VFR) tower. Mr. Dale Warner, Chief, most recently from MSP TWR, also served at MDW, MKC, and SPI. For those of you who may have the illusion that the CMI CS/T would be a good place to "retire", take heed! During their first 10 days of operation, March 21-31, they logged 9,304 operations, broken down thusly: air carrier 255, itinerant 1,675, local 7,374. I visited them on March 31 and they already had recorded a day with over 1,500 operations.

For those of you who have never visited this airport, the University of Illinois owns and operates the airport and runs a School of Aeronautics, including courses for pilots, mechanics, and in addition Aeronautical Engineering. They operate some 40 aircraft in their own flight training program, 32 of which are radio equipped, and the

normal traffic pattern seems to consist of from 8 to 14 aircraft of various types (with pilots to match) conducting an endless procession of touch-and-go landings and takeoffs, interspersed, needless to say, with a number of "go arounds".

Ozark Airlines has some 13 daily schedules, plus a goodly mixture of executive itinerant operations varying from single engine to multi-engine types, including a Grumman GULFSTREAM turbo-prop the day of my visit. Keep an eye on CMI CS/T, it will be one of the top towers in total operations! With good weather coming on now, they should hit close to 25,000 any month now. Any of you MDW TWR types like a transfer?

NEWS ITEMS ON ATM PEOPLE

Our Division staff recently suffered a heavy loss when W. H. ("Bill") Stewart, of our Facility Operations Section, passed away on March 16, a victim of cancer. Bill was widely known among our Center Personnel in the field, particularly. He came to the R.O. from the STL Center some 3 years ago. All of us in the ATM Division miss him greatly and his death came as a shock to many who were unaware of the full gravity of his illness during the final weeks.

Fred Sommer, CS/T Chief, Peoria, Ill., underwent an operation for cancer of the throat at the Mayo Clinic in Rochester, Minn. a few weeks ago. A letter from him recently indicates he is convalescing at home now in PIA and all of us sincerely hope his recovery will be completely successful. Since Fred will not be able to return to duty for several weeks he undoubtedly would enjoy receiving cards or letters from many of you who know him. Send them c/o PIA CS/T.

S. D. "Stu" Sisson, of our Analysis Branch (new name: Operations Evaluation Branch) has left us for a job in the Washington Office (BATM) counterpart Division, where he will work under Ferris Howland. "Stu" worked his last day of duty in KC-540 on Friday, April 8, and we will all miss him. We hope he keeps a warm spot in his heart for the Third Region when he starts making field evaluation trips out of Washington and visits our facilities!

Bob Davison (KC-522) is doing a six week stretch in Oberlin, Ohio. In case you might get the wrong impression, he is on a temporary duty assignment as a member of the staff conducting the Cleveland "Area Office" test evaluation, as reported elsewhere under REORGANIZATION, and he is our Third Region contribution to this program. Bob should be a "gold mine" of information on this project when he returns to the R.O.during the latter part of May

Ken Hollinger, of our Planning Branch is likewise on a special assignment for several weeks at the "Trail Smoke" evaluation project at 30th Air Division SAGE, Madison, Wisconsin, along with several other Third Region personnel from the MDW DTW IND STL and MKC Centers.

VISITS

Since "Operation Deep Freeze" and the accompanying snow drifts that lasted into March in MKC are now gone, but not forgotten, the undersigned has managed to break loose during the past two weeks from being both snowbound and deskbound.

Visits were made to STJ CS/T, CMI CS/T, DSM TWR and FSS, ALO CS/T, CID TWR and FSS, plus a trip to TOE and ICT, the latter two in connection with air show type activities that, like the grass and flowers, inevitably come with spring weather.

We plan to get around to several other locations again during the coming weeks, now that VFR wx and sunshine become more common again.

Speaking of air shows - Lyle Underwood, Procedures Branch, now qualifies as an expert on this activity. He was the ATM Division representative who officiated at the annual "Pancake Derby" and an air show held in Liberal, Kansas on March 1. This was held as an inter-

national competition with a similar "Pancake Derby" in Olney, England, on the same date.

This year, as an added attraction, Liberal, Kansas, scheduled an air show featuring the Navy "Blue Angels"; however, it was plagued by a stretch of bad weather conditions that forced its cancellation. Notwithstanding, Lyle had some interesting and unusual experiences in connection with this assignment which are worth listening to. He can easily be persuaded to give a blow-by-blow (or maybe it should be a pancake-by-pancake) account of his adventures during this assignment.

COMMENT BY FOREIGN CORRESPONDENT

From far away Pakistan comes this comment from Tad Matucha on our February issue of FLIGHT LINES. The individual we identified as "Mr. X" in the 1938 photo of the DTW Center is, in reality, one Pat Davis, says Tad. He should know - as he was a member of the DTW Center staff at that time. He also says that this individual, a pilot and former Hollywood script writer, after sweating out an IFR control session under frustrating conditions, took off his headset and threw it at the Chief, Harry Copland, and stalked out, muttering "....there must be a better way than this to make a living!" After which he departed for Hollywood. It's interesting to know that the reaction of controllers really haven't changed much in the intervening years!

Tad says he is scheduled to go on a tiger hunt in India during May. He explains that he will "hunt" from a Bos'ns Chair mounted in a tree, theoretically placed at a height out of jumping range of the tiger. If we hear further from Tad around the end of May we will know that the engineering calculations for placing the shooting platform in the tree must have been correct. Our feeling is that it would be much more reassuring if these specifications were properly coordinated with the tigers before the hunt, in order to bring to light any minor errors that tigers might not be aware of. Tad also enclosed a photo of his Pakistanian secretary, which we are publishing in this issue. He says the secretary (male type) gets $21 per month, supervises several other boys, and supports a wife and several children on his salary. We are waiting for the flood of requests from our steno ranks for transfers to Karachi, Pakistan.

Male Secretary in Karachi, Pakistan

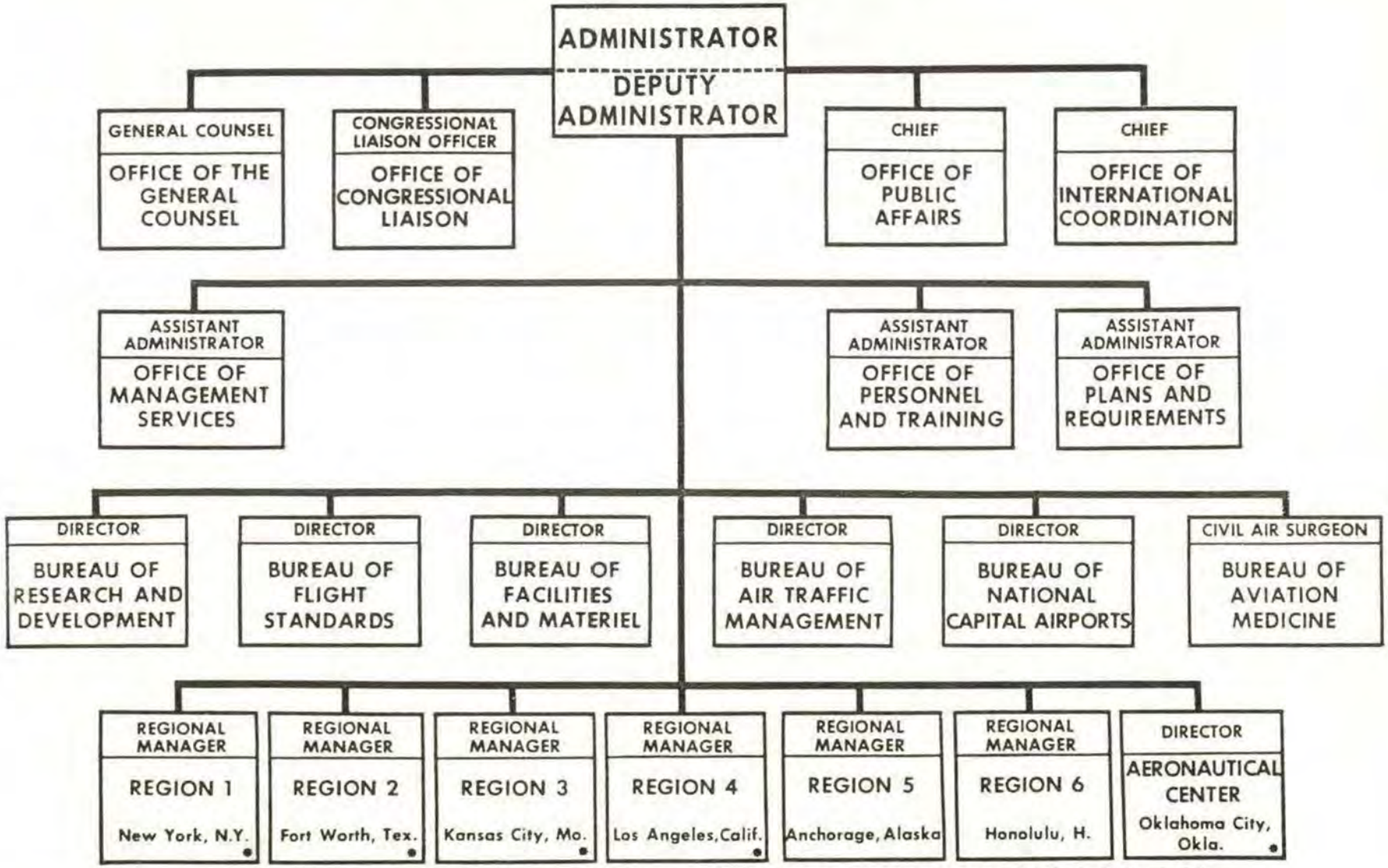
NEW SAC LOW LEVEL AIR ROUTES

Two 400-to-500 mile long low level air routes have been approved by the FAA for the use of Strategic Air Command to meet essential military training requirements.

The new routes, designated "Walnut Grove" and "Ivory Tower", will be flown by SAC's B-47 aircraft at specially approved high speeds, but well under the speed of sound, for a 30-day period beginning May 2, 1960 to evaluate low level navigation and bombing tactical training being conducted under the command's previously established OIL BURNER operations.

"Walnut Grove" runs northerly from North Platte, Neb. to Bismarck, N.D. "Ivory Tower" runs westerly from Augusta, Ga., to Laurel, Miss.

FEDERAL AVIATION AGENCY



* Major program activities in Regions 1-4 and at the Aeronautical Center are under the direct supervision of their respective Washington Bureaus or Offices.

MARCH 24, 1960

PERSONNEL HI-LITES

MANAGEMENT TRAINING COURSES

Left to right: Robert H. Wolf, KC-662; Clyde J. Humphreys, Management Intern; John R. Watts, KC-520; William C. Reed, KC Tower; and Robert Burlingame, KC-660.

Employee Development Officers, Cleo A. Brock and Bernard M. Anderson, gave a 40-hour Management Course in the Regional Office March 14 through March 25, 1960. Instruction included: Responsibility of a Supervisor - 2 hours; Work Improvement - 6 hours; Production - 6 hours; Training - 8 hours; Employee Relation - 16 hours, and Leadership through Self-Improvement - 2 hours. Fifteen Regional Office and Municipal Airport supervisors completed this training.

During the week of March 7, twenty-one FAA employees from the Fairfax and Municipal Airports attended a 10-hour Writing Improvement Course at the Braniff Hangar, Municipal Airport.

Left to right: Joe P. Fornelli, KC-666; Harold E. Phalp, KC-676; Clarence W. Rehl, KC-675; Norman W. Realph, KC-520; and Thomas F. Murphy, KC Tower.

Left to right: C. Russell Huff, KC-410; Paul Hilger KC Center; Richard L. Carter, Management Intern; Roger T. Boggs, KC-227; and Arch W. Wade KC-660. George W. Wells, KC-245, not shown in picture.

LENGTH OF SERVICE AWARDS

New award emblems and pins, especially designed for FAA will be given to all employees having 15 or more years of service as of December 31, 1959. In this connection, 15-year award emblems will be given to employees with service of 15 to 19 years as of December 31 20-year awards to those with 20 to 24 years service, etc. Present plans call for presentation of the emblems and pins to the respective employees between May 16 and May 31, 1960.

All government service is counted, including military and other Government agencies, when establishing eligibility for a length of service award. Appropriate emblems or pins will be given to employees following the close of the year they reach the designated increment of 15, 20, 25, etc. Since this is a new procedure, some employees may be nearly eligible for the next higher length of service award when they receive this one. As an example, an employee with 20 years service in 1960 will receive a 15-year award this year and a 20-year award in 1961.

Records show that nearly 1400 employees in Region 3 will be given length of service awards this year as follows:

Award	Male	Female
15 years	839	113
20 years	265	14
25 years	77	5
30 years	68	5
35 years	8	0
40 years	4	0

In years of service, Harold J.Burhop, Chief of the Station in Sault Ste. Marie with 42 years on March 18 is the oldest. Merlin J. Cone, assigned to the Station in Joplin, runs a close second with 42 years service on April 19. Third and fourth in years of service are Roy P. Bowers, Watch Supervisor at Joliet with 41 years and Harris T.Bell of the Maintenance Engineering Branch with 40 years.

We took time out to celebrate our boss's birthday (E. J. Thomas). Wilma Dembroski on the left and Pauline Hinson on the right.

INCENTIVE AWARDS

The following resume of suggestions adopted by the Regional Incentive Awards Committee at the March 10 meeting, and approved by the Regional Manager, is furnished for your information.

1. Suggestion No. 26204 - Edward J. Zoelle - Minneapolis Flight Service Station - ATM Division - Subject:Flight Assistance to Lost Aircraft. This suggestion concerns the use of a sectional chart, plastic covered and mounted on plywood, used as a plotting device beneficial in orienting pilots. Intangible award - $15.00

2. Suggestion No. 12937 - Buell E. Blake - Chief, CS/T, St. Joseph,Mo., ATM Division - Subject: This suggestion proposes adequate space for storage of pertinent material which should be contained within the confines of Tower cabs for ready reference at Combined Station/Towers. Intangible award -$15.

3. Suggestion No. 49150 - Robert A. Bradow - Ft. Wayne CS/T, ATM Division- Subject: Providing Dial Lights for Dial phones in Towers and CS/T's. Intangible award - $10.00

4. Suggestion No. 26139 - Lawrence L. Byers - Detroit Center, ATM Division - Subject - High altitude and AMIS Plotting chart. Intangible award - $10.00

5. Suggestion No. 42239 - Lawrence E. Hjulberg - Installation Engineering Section - ANF Division - Subject:TACAN antenna installation. Suggestion recommends the use of a gasket in mounting the TACAN antenna and is considered to be an improvement over the caulking method because it makes the antenna much easier to remove for repair, and while installed, eliminates water leakage. Distance Aids Branch in Washington advised they are having these gaskets made for all regions and will stock this item at OMD - Intangible award - $50.00.

6. Suggestion No. 21185 - Charles L. Jones - ANF Division - Subject: Shelter for VOR antennas. Suggester previously awarded $50. for use of suggestion in this region. An additional award of $25. awarded for its adoption in Region One.

7. Suggestion No. 21212 - Eugene O'Toole - Kenneth W. Gordon, FIDO, Kansas City, Kansas - Subject: Consolidation of a Supplemental Manual of Information - Suggester previously awarded $25.00. An additional award of $15 awarded for its adoption in Region Six.

8. Suggestion No. 2015 - Rosa M. Clay - Flight Standards Division, Regional Office - Subject: Adoption of worksheet to facilitate preparation of General Operations Operating Performance Reports. The worksheet consolidates all the figure-columns, and eliminates individual sheets which contain a volume of statistics which must be compiled in order to complete the report. Intangible award - $25.00.

9. Suggestion No. 2016 - Rosa M. Clay - Flight Standards Division - Regional Office. Subject: Adoption of a form letter to facilitate preparation of correspondence regarding accident reporting. The Committee recommended adoption and an award in the amount of $10.

10. Suggestion No. 20072 - Andrew J. Prokop - Flt. Operations Inspector- Flt. Standards Division - Subject: Covering sectional charts with clear plastic material. Tangible award-$75.00. Based on a tangible savings of $1,925 annually.

11. Suggestion No. 42203 - Louis E. Hollis - General Services Division - Subject: Safety - Suggestion proposes to place a piece of flint-impregnated cloth to each step of ladders used by personnel whose feet may come in contact with water, oil, etc., to prevent slipping. Intangible award - $15.00.

12. Suggestion No. 42274 - Elmer F. Batchelor - General Services Division, Subject: Better Recordings from Century Recorder. Suggestion concerns the use of a device to eliminate the static charge on the recorder brush. Intangible award - $15.00.

FAA'ers GRADUATE FROM AIRCRAFT ACCIDENT INVESTIGATION COURSE

Two FAA Operations Inspectors from Region 3 were among those graduating April 29th from the special course in Aircraft Accident Investigation and Prevention offered by the University of Southern California in Los Angeles.

David W. Kress of Indianapolis and Lester J. Cooling of South Bend were among those FAA personnel who completed the first of 3 eight-week courses conducted by U.S.C. under contract with the FAA.

The course,which is another part of FAA's program to improve safety through proper accident prevention, education and investigation, qualifies its graduates to be assigned duty as Aircraft Accident Investigation and Prevention Specialists.

A total of 24 FAA Inspectors will be given this specialized course of training at U.S.C.

SAVE $ WITH U.S. SAVINGS BONDS

Building habits of thrift among our fellow workers is important for the financial future of our community and country. But there's more to be saved than money, these days. Life, liberty and the pursuit of happiness in our own American way all depend upon how well we meet the challenges of today and tomorrow.

Every thoughtful American is asking "What can I do to help build our power to keep the peace, to restrain those bent on taking over the world of tomorrow?"

One thing we can do is to help keep our American economy and productive power going forward steadily and surely.

Every U.S. Savings Bond we buy will help to stabilize business and industry, create a reservoir of buying power to keep the wheels of progress turning.

The month of May, 1960, has been selected for a Government-wide Savings Bond Campaign. You are all urged to investigate this easy means of saving and at the same time of providing our government with necessary funds to carry on the program to keep the Peace.

Through the convenient Payroll Savings Plan you do a number of things:

You save time and bother. Sign up for payroll savings and your saving becomes automatic, sure, every payday, not just now-and-then - or never.

You save worry. You'll get back every dollar you put in, plus more interest than ever before. And Savings Bonds, if lost, stolen or destroyed, are replaced by the Treasury.

You help to save our freedom, strengthen our defenses, fortify our American economic system, and protect the buying power of your dollars.

And - best of all - You save more than money when you buy and hold U.S.Savings Bonds.

New privileges make Bond saving more rewarding than ever. The Treasury now guarantees that all Series E bonds will be extended another ten years after next maturity date. And remember: all your E or H bonds, old or new, now earn ½% more than before.

If you're already a payroll saver, INCREASE your bond buying. If you're not, START NOW to save more than money for yourself and your country with U.S. SAVINGS BONDS.

Our goal in FAA is a minimum of 25% of the present non-payroll savers to be enrolled in the Payroll Savings Plan. Be sure to do your part!

Remember, YOU SAVE MORE THAN MONEY WITH U.S. SAVINGS BONDS.

KC-628, Installation Engineering, misses the smiling countenance and dry wit of John W. (Jack) Metcalf, who transferred to Washington, D. C. on February 20. Formerly a Field Engineer, Jack came to work in the Regional Office in October, 1958.

All of us in KC-628 wish Jack, his wife, his mother-in-law and his two dogs, the best of luck.

FAA has extended to June 1 the temporary authorizations to operate aircraft which would have expired this spring but could not be extended individually because of the move of its Aircraft and Airman Records Branch to Oklahoma City in March.

MEDICAL MEMOS

REGIONAL MEDICAL OFFICE

FACTS AND FIGURES

Each year more than 1,500 normal, healthy, children die as a result of their own curiosity. In addition, those children who survive the ingestion of poison are often left with a permanent disability such as esophageal stricture, hepatic damage (liver), or obliterated glomeruli (kidney). In many cases, parental negligence is contributory. One cannot help but wonder, in those cases of poisoning resulting from the ingestion of prescription drugs, if a few words of caution from the physician would not have alerted the parents to the potential danger of the drug and thus avoided tragedy. However, parents should make inquiry concerning any drug used in the home.

Thus the keyword that must be stressed is PREVENTION, and the following admonitions deserve constant reiteration:

Keep all drugs, poisons, and other household chemicals out of the reach of children and away from food.

Do not store poisonous or inflammable materials in food containers or bottles.

Lock up all dangerous substances. Knowledge of the sources, actions, and therapy of all known poisons is desirable. However, a command of the general principles of management is even more important, for too often the next case of poisoning encountered will be due to a new or not readily identifiable substance. Poison Control Centers, organized for the accumulation and dissemination of the latest information on poisons and their antidotes, are rapidly being set up throughout the country.

When the poison is unknown, one may safely give the "universal antidote," which is:

Pulverized charcoal - burned toast
TWO PARTS
Magnesium Oxide - Milk of Magnesia
ONE PART
Tannic Acid - Strong Tea
ONE PART

POLIO WILL COME AGAIN

was the well known, yet dreaded fact recently outlined in an editorial from our Kansas City newspaper. It went on to say that if anyone had thought infantile paralysis was a disease of the past, the devastating experience of Kansas City last year should have disabused them of that notion. Twelve persons were killed by the disease. A total of 214 was stricken. Polio is likely to be a disease of the past only for the persons who have had the recommended course of three vaccine shots,

plus the booster a year later. That's really all there is to it! All the vaccine in the world will not help the individual who has not used it. Next month the National Foundation will reopen the 16 clinics that helped stem the tide last summer. Thousands who failed to get the full course of shots last year should go back. There are thousands more, particularly infants, who have no protection at all. The Missouri Division of Health has studied the epidemic of 1959 and reaffirms the effectiveness of the vaccine. The report points out that most of the victims of paralytic polio had not received the three shots and the disease now moves with virulence into crowded neighborhoods where a high percentage of the people are unprotected. If you have the shots, the chances of being hit by paralytic polio are very slim. Without the shots, you are asking for a future in a wheelchair or an iron lung. - - Well-spoken, and oh, so true.

Winners in the Regional Office "Name the Hazards" contest are seen receiving their awards. Purpose of the contest, which was conducted during National Job Safety Week, was to call attention to the elimination of occupational safety hazards.

Smiling faces, and why not - when prize money is being awarded. Left to right: Truman V. Burr, Emily McClure, B. G. Braithwaite, Rita Pitts, Helen Clayman and Thomas E. Glass.

To call attention to Job Safety Week, employees were invited to list as many office hazards as could be found in an exhibit room set up for that purpose.

There were a total of 29 "how not to" hazards there for grabs and the winner, Rita Pitts, found 27 of them. In addition to locating the "traps", contestants were required to write a 25 word or less statement on "What I can do to make my job safer."

Winners were judged both on the basis of the number of mistakes listed and their essay. The first prize, $25.00, went to Mrs. Rita Pitts, personnel; second prize of $15.00 was won by Mrs. Helen Clayman, General Services; and third prize of $10.00 went to Thomas E. Glass, Air Navigation Facilities.

George A. Murray has received a coveted promotion. George has retired from the Federal Aviation Agency after spending seventeen years in the establishment of Air Navigation facilities.

Born in Bever Canyon, Idaho on July 21, 1887, he attended business college in Maryville, Missouri from 1907 to 1909. He has worked as a farmer, a druggist, at one time operated his own garage at Darlington, Missouri, and has also worked for the Maryville Light & Power Company and the Wabash Railroad. George entered on duty at Fairfield, Ohio as an Aircraft Electrician for the War Department in September of 1942. Transferring to Warrensburg, Missouri in 1943, he entered on duty with the former CAA as a General Mechanic on August 10, 1944, being assigned to duty in Alaska. Returning from Alaska to the former CAA, Fifth Region, (now Third Region) in July of 1945, he has remained on duty until his official retirement on February 29, 1960.

On February 25th, George was honored at a luncheon attended by a large number of his friends and associates. It was fortunate that his son, who works for the city of Kansas City, Missouri, was also able to attend.

George was presented with a pair of binoculars and a transistor radio to help make his attendance at baseball games more enjoyable. After much reminiscing about incidents of past years, George was wished the best of luck on his retirement. Although he has made no definite plans, he will retire to Darlington, Missouri, where he hopes to make a lefthanded baseball pitcher of his grandson "Pat" who is presently playing first base.

We all wish George the best of luck and hope he will be a frequent visitor.

ESSAY WINNERS ANNOUNCED

The Regional Safety Committee announces the winners in the Essay Contest held for all field employees in Region Three during Job Safety Week. Many fine entries were submitted on the subject, "What is My Responsibility for Job Safety?" The Committee, voting independently, has selected the essays shown below. Congratulations to the winners and our appreciation to all entrants in this contest.

WHAT IS MY RESPONSIBILITY FOR JOB SAFETY?

First Prize - $25.00 Awarded to: Roy L. Messmore, FSS, Russell, Kan.

Accidents are contagious, but unlike diseases, you cannot become immune by visiting your doctor and getting a shot or vaccination. Immunization to accidents requires the utmost effort and cooperation by employees, supervisors, and management. My responsibility for job safety is to promote safety practices, to encourage safety methods, to eliminate job hazards, and to abide by safety rules. This is not only my responsibility, it is also your responsibility. Job safety, like any well organized team, requires the coordinated efforts of all personnel to become effective.

Second Prize - $15.00 Awarded to: Thelma Taylor, ACSDO 35, St. Louis,Mo.

As an FAA employee, I feel especially obligated to avoid preventable accidents since the Agency's primary concern is safety. It happens to be air safety, of course, but a fractured skull from a fall is no less disabling than one received in an airplane accident.

I feel my value to the FAA consists of my education, ability, experience and my time but without the last item, the others are worthless. Therefore, any injury, however slight, which robs me of time also robs the FAA.

"Use your brains instead of your Blue Cross!"

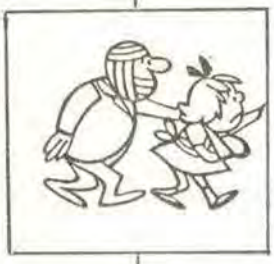
Third Prize - $10.00 Awarded to W. G. Stephenson, FSS, Goshen, Ind.

My responsibility for job safety is: to be constantly on the alert for any present or potential dangers at or near our facilities that could result in injury to any of our agency personnel, or the public, while on the Government premises. Any existing or potential hazard should be eliminated, or if not possible, it should be plainly marked and isolated as a hazard to preclude the possibility of it becoming a "booby trap."

This is my responsibility to my fellow employees, the general public and the Government.

REPORTING OCCUPATIONAL SAFETY HAZARDS

The need for increased emphasis on occupational safety is indicated by a much higher injury frequency rate for the first quarter of this year. Hazards, if they exist, should be corrected with the least possible delay. When you notice a condition that would contribute either to personal injury or property damage, you should immediately call it to the attention of your supervisor.



Supervisor's should, if possible, correct the situation immediately. If the condition is such that corrective action cannot be made within his authority, he should report the matter to the Occupational Safety Officer, KC-180.

You have a personal obligation for your own safety and a moral obligation for the safety of your fellow employees. Ninety per cent of the accidents happen to ten per cent of the people, but the other ninety per cent of the people can help the ten per cent avoid accidents by eliminating the opportunities.

SAFETY SENSE WILL PREVENT ACCIDENTS.