

FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3



DECEMBER 1960

Merry
Christmas

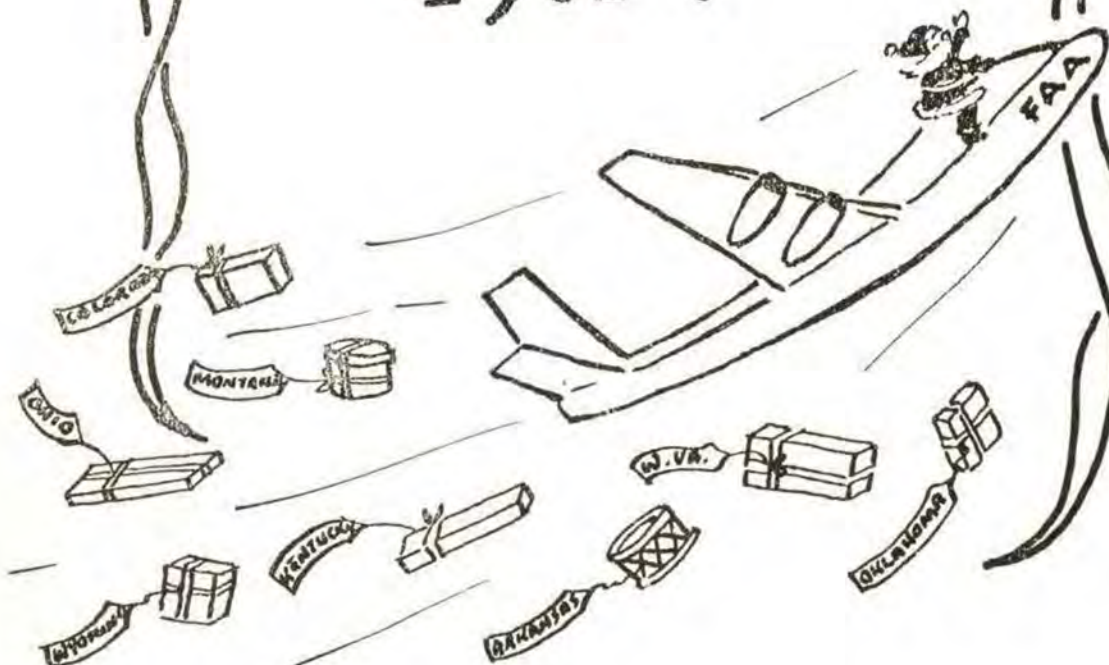


Happy
New Year!

Christmas and New Year's
Greetings to all!

Santa brought us
quite a bundle in '60 —

Wonder what's in
the bag for
1961 ?



UNITED FLIGHT TAKES PART IN MIDWAY RECORD

By Carl Joritz

Assistant Chief, Chicago Midway Tower

About midmorning on Monday, November 21 FAA's Tower crew at Midway Airport recorded the 5 millionth plane movement since government agencies took over the traffic control operations there 17 years ago.

Close count of the traffic figures revealed that the 5 millionth airplane which set this world record was a United Air Lines DC6B, a ferry flight arriving from Cedar Rapids. It was captained by Dale A. Holbert of Wheaton, with four other crew members aboard.

No other airport has come close to this total of landings and take-offs. This FAA total for Midway is only part of the picture as far as the history of the airport is concerned. City officials there estimate that at least 6,000,000 plane movements have taken place since the city opened the airport on December 8, 1927. However, no accurate count of traffic was kept for a number of years.

Thus the airport which today holds the record of the "World's Busiest" has also set a record of the first to record a traffic total of 5,000,000 operations.

During 1959 Midway Airport, according to FAA figures, handled a total of 431,600 operations. The peak month came in July when 40,360 flights were recorded.

The peak day - July 24 - saw 1694 operations and during the peak hour 197 flights arrived or departed.

Starting back in 1943 when the then CAA took over traffic control from the City of Chicago, the original control, then located atop the South Terminal Building, was in reality a "chicken coop." With the construction of the present Terminal Building in

1945, there followed the commissioning of the "new" Tower in 1948. At that time the total complement of controllers was 25. Today it requires 47 controllers to keep abreast of the traffic.

Except for the turn-over of personnel the big changes since 1943 were in control procedures and traffic volumes.

Gone and almost forgotten (except for old timers) is the old method of making instrument approaches from Ashburn and Franklin Park. How many pilots and controllers still remember the system used for controlling traffic in smoke conditions? When planes stacked at Argo, 4 stacks, the Dodge Plant and the Maywood tank with 1 mile visibility, were cleared for a straight-in approach when their turn came. The old methods of handling instrument traffic that seemed so adequate in those days would be considered ridiculous today. No longer does a controller have to use a cross runway operation during school hours, because of the school that used to be located between the approaches to Runways 4. This made it necessary to squeeze off almost every departure, when Runways 4 - 22 - 27 or 9 were in use.

Midway Tower was instrumental in proving the feasibility of providing radar separation to inbound traffic, which developed into our present vector procedures. During that period when the use of radar for control purposes was still something new, the controllers at Midway conducted training classes for personnel from other cities and countries, among which were Los Angeles, Dallas, Atlanta, Cleveland, Detroit, Indianapolis, Portland, Kansas City, St. Louis, Mexico, England and Iceland.

Up to 1953 a normal shift was comprised of 4 controllers and a watch supervisor, but with the advent of radar vectoring in December, 1952, the shifts grew in size until there are now 9 positions of operation in addition to the Supervisor. During this same period the services provided by the tower increased from ground control, local control, approach control until it now provides those services already listed plus clearance delivery, radar departure con-



Modern traffic control includes the use of radar as seen in the picture of controllers busy at work at Midway.

Ever since its operation by the Federal Government, Midway Tower has handled more aircraft operations than any other tower in the world. The following figures will show how rapidly the volume of traffic has increased over the years.

<u>Year</u>	<u>Total Operations</u>
(Last 6 months)	
1943	55,788
1944	120,783
1945	153,007
1946	190,388
1947	206,140
1948	221,552
1949	223,943
1950	234,331
1951	263,737
1952	295,456
1953	331,297
1954	348,909
1955	381,735
1956	372,177
1957	408,059
1958	419,473
1959	431,600
Total	4,658,372



Crew of the 5,000,000th plane to operate at Midway Airport since 1927 opening is saluted Monday by Mike Berry, airport manager. The United Air Lines plane, a DC-6B, landed at Midway from Cedar Rapids, Iowa. Standing are (left to right) John Keleher, FAA Tower Chief at Midway; Sally Ketner, stewardess; Bob Bandfield, second officer; Peggy Vermilyea, stewardess; Dale Holbert, UAL pilot, and Bob Porter, co-pilot.

trol, GCA and radar surveillance approaches, radar vectoring of arrivals, radar monitor of instrument approaches and direction finding.

During 1959 several records were established that will stand for some time. Among these are a monthly total of 40,360 for July, a peak day (July 24) of 1694 operations and a peak hour of 197 movements. The bulk of these operations were air carrier, which makes these figures even more impressive. If the operations for 1959 were spread evenly, it would average out at a landing or take-off every 73 seconds for the entire year. However, in reality there were busy periods such as on July 24 when there was an aircraft movement every 18 seconds. In 1959 Midway reached its peak, and all activity records were broken.

At the Air Traffic Controllers Association National meeting in Oklahoma City, Midway Tower was awarded a plaque as the Outstanding Facility of the Year, and last year the Midway controllers were presented with an FAA Sustained Superior Performance award in recognition of their performance.

It stands to reason that while handling these volumes of traffic there must have been instances when emergencies existed. There are numerous cases on record in which Midway Tower personnel performed services above and beyond the call of duty; in fact many "saves" are considered routine and publicity is shunned, because these men feel they were only doing what is expected of them.

In charge of these expert controllers is John Keleher, a 15-year veteran of traffic control, and Carl Joritz, Assistant Chief.

Since 1943 there have been nine Chief Controllers; starting with Ed Kampworth, and followed by Don Gessler, Daniel "Ed" Barrow, Norman "Huck" Smith, Bob Ziegler, Ferris Howland, Dave Worrall, Ralph Hottman, and the present Chief, John Keleher.

This outstanding record at Midway was made possible only through the dedication and devotion to duty of the personnel who manned this facility.

According to the opinions of various experts, the advent of the Jet Age was supposed to signal the beginning of the end of Midway's reign as the world's busiest Tower. However, the boys who are working at Midway now feel that it will be a little while yet before this happens, and when it does Midway will still be ranked near the top for quite a spell.

FLIGHT LINES

FEDERAL AVIATION AGENCY - REGION 3

Produced by the Office of
Public Affairs (RM-305)
Federal Aviation Agency
4825 Troost Avenue
Kansas City 10, Missouri

Henry L. Newman
Regional Manager

Marshall C. Benedict -
Editor

Mildred Sylvester
Ass't Editor

ON THE COVER

MIDWAY TOWER

WORLD'S BUSIEST, SETS NEW

RECORD

Story on page 3.





FLIGHT STANDARDS



Since the last time I reported for FLIGHT LINES, there has been a meeting in Oklahoma City of all the Branch and Division Chiefs of the Bureau of Flight Standards. Mr. Quesada emphasized that our Enforcement Policy is to continue without change. This meeting was reported rather fully at our meeting of our field supervisors and principal inspectors held in Kansas City on November 9 and 10. We felt that our field meeting was very worthwhile and were quite pleased at the amount of material we were able to cover.

Since then, and at long last, I had an opportunity to visit some of the field offices with Lloyd Young.

Leaving Kansas City Tuesday afternoon, November 15, we visited Lincoln, North Platte, Scottsbluff, Rapid City, and Bowman, North Dakota, where we met Inspector Mathisen on itinerary and spent the night. We also visited Dickinson, Bismarck and Fargo and attended a meeting of the South Dakota Aviation Trades Association at Pierre on Friday, November 17. We returned home Friday afternoon. We had a fine visit with a number of the field people and it is my hope that I will be visiting in the field again before Christmas.

The Regional Manager has arranged a two-day meeting with the State Directors of Aeronautics in Kansas City for December 14 and 15. I look forward to the opportunity of improving my acquaintance with these individuals in the hope that we can increase the cooperation between their organizations and our own.

As I visit the field offices, I note with pleasure the substantial improvement that has been achieved by repainting of furniture, new furniture and, in some cases,

new space. The Lincoln office presents a very neat, business-like appearance and I found that it was repainted by the entire office staff turning out on a weekend. The results are very good. We hope to continue our efforts to improve the quality of our space. In spite of the extraordinary efforts of Ken Rankin, our acquisition of new space seems to be extremely slow. We are not giving up, however.

There is nothing new to report on proposed policy changes but I believe you all can be assured that you will be kept informed on such matters, and whenever possible, given an opportunity to comment before policy is finalized.

Since this issue of FLIGHT LINES will probably reach you just before Christmas, may I wish all of you and yours A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR. I hope to visit with many of you early in the new year.

McDONNELL AIRCRAFT CORPORATION

A Class I Provisional Type Certificate has been issued to McDonnell Aircraft Corporation for their airplane Model 220 four-engine air transport which specifically authorizes operations for airline pilot training, demonstration flights conducted by the manufacturer for prospective purchasers, and market surveys. They are investigating the market to determine whether they will go into production. If you see the McDonnell flying around, you'll know the status.

THE DMCR PROGRAM

For a series of eight articles we have been telling you what we do in the Aircraft Engineering Division (which has now become the Engineering and Manufacturing Branch), and we hope we have adequately impressed you with our importance. Frankly, we don't think you could get along without us, but that might be a matter of conjecture after this, our final article, when we will be telling you what we DON'T DO.

Some years ago when the Powers-That-Be felt the manufacturers of small airplanes, gliders, engines and propellers had outgrown their short pants, they decided to try something new and startling. They called it "Delegation Option Procedures" and it was equivalent to Uncle Sam saying to a manufacturer, "You have demonstrated that you can be trusted to build an airworthy article. Now I am going to give you the privilege of also taking the approval responsibility, if you so desire." Any manufacturer who was qualified could thereafter make application to have a DMCR appointed in his organization. A DMCR is a Designated Manufacturer's Certification Representative and his ultimate FAA authority is to certify that the manufacturer's products meet the type certification requirements.

This may sound as if we are designating ourselves out of business, but it isn't quite so. We are still required to keep our hand in. The DMCR, who is acting for the FAA, rings us in on everything new and different that is being done under Delegation Option since he must have policies to cover the situation, and each Section in the Branch decides on the extent of its participation. This is known as our "verification program." Our participation is quite cursory and for the purpose of determining that the manufacturer is doing a thorough job in determining compliance with the regulations. Evaluating detailed data is the responsi-

bility of the DMCR. Drawings, reports and other data on Delegation Option articles are not maintained in our technical data files, but are available for our review at any time at the manufacturer's plant.

There are only three DMCRs in our Region, and we understand they are three out of a total of four in the United States, so you can see we are not overdoing it. We have one DMCR at Beech, two at Cessna (Commercial Aircraft Division and Military Aircraft Division), all highly qualified for their jobs of acting for the FAA as certification representatives. Most DMCR airplanes are revised versions of previously approved models, or new models that are similar in design concept to earlier approvals. When something completely new or unconventional is attempted, the manufacturer usually needs additional assistance from the FAA Engineering and Manufacturing Branch in regard to interpretations of the regulations.

The DMCR program was begun on a trial basis, its principal purpose to permit qualified manufacturer to get the job done a little quicker and cheaper. For instance, when he conducts a static test that meets the requirements or obtains some performance data, he does not have to rerun the test for us, as he often had to under standard procedures. For the experienced manufacturers who are using it and for the FAA, the DMCR program has proved itself to be a good deal, but for the airplane owner who might want to modify his DMCR airplane it is not so good because the FAA has no manufacturing details on file to assist him. The future of the DMCR program seems to be good. The combined efforts of conscientious, capable manufacturers and the FAA may increase its scope and usefulness in our big job of making and keeping aviation as safe as it can possibly be.

PROPHETIC

by Preston Kirk
Maintenance Specialist

Today we are faced with growing pains that I am sure concern all personnel. We hear about the Straightline Project, Area Office Concept, the Test Program for Flight Standards that will be conducted in Region 2 beginning January 1, 1961, plus all the rumors and individual ideas associated with all reorganization plans. As a reminder to the old timers and to enlighten newer employees of the reorganization problem, an article that appeared in the October 1949 issue of "V Region Air" has been reprinted.

"LINCOLN - 5

"X-TRA! X-TRA! Read all about it. Plans have been announced for another reorganization and the establishment of Interplanet Region No. 101. It has been said that every reorganization was for the better so here's your chance to make a name for yourself.

"Yes, we are going to give everybody a title, not definitely decided, but we feel certain that such titles as Planet Administrator (Mars) with a new Civil Service Classification Grade 20, \$20,000 per annum will be very attractive. Not to mention that all assigned to Region 101 will get Interplanet travel orders with per diem authorized at \$25. Mileage will be paid at the rate of \$1.00 per mile in your personally owned spacecraft without regard to comparative costs. (This will eliminate all worries concerning the purchase of premium gasoline).

"Yes, as the name Interplanet Region indicates, the organization of Region 101 will be complex. It will be necessary to establish many more positions than shown on our present organizational chart. This

should give hope to some of our ex-chiefs (D. P. 's). It is true that all personnel will have a lengthy title, however it may be necessary to coordinate certain matters through the Interplanet Section of the State Department in the interests of the friendly planet policy.

"It is understood this has the support of Harry T. Congressional members are reported to be on the fence. However it is expected that they will appropriate the necessary funds after careful and deliberate consideration.

Now comes the LXIV dollar question. Who will head Region 101? Drew Pearson's prediction as to the date Region 101 will be established is expected soon. My personal prediction is that Buck Rogers will be named as Administrator of the Interplanet Region, based upon the fact that Mr. Rogers can see far into the future and should he be selected to head this very important region, success is assured.

"A proposed organization chart has been prepared for consideration. Your comments and suggestions are solicited. However please remember only constructive criticism will be appreciated. Your suggestions for the organization structure should take into consideration that many problems will have to be solved. So let your imagination run. Select the part you wish to play in this new region. Build your own little empire on the planet of your choice. Apple polishing will not get the job. All it takes is to build up your own division and sell it to Buck Rogers.

"As a starting point, it is expected that divisions listed below, and others, will be established.

- Space Ship Development
- Orbital Rockets
- Propulsion Devices
- Rocket Power
- Atomic Reactors

Heat and Refrigerating Systems
Automatic Television Navigating
Systems
Radar Tracking Systems
Reverse Thrust Rocket Landing
Systems

and in addition all phases covering manufacturing, testing, maintenance, piloting, operation and traffic control to prevent collisions with meteors and other solid objects in outer space. Just think of all the fame, fortune and publicity one would receive to be the first fly boy to brave outer space, making that round trip to and from other planets, at super-super-sonic speed with temperatures we deem as hot during July, down to a minus 67 degrees, up to 800 degrees, going through the F_1 layer and rising to 4,000 to 6,000 degrees through the F_2 layer (45,000 miles altitude). What lies beyond the F_2 layer of the atmosphere, other than a gas at a temperature of 17,500 degrees, my source of information did not state.

"Mention is made of many terms completely new and strange to your reporter, such as orbital rocket or satellite vehicle, escape velocity at about 25,000 miles per hour, exosphere, ionsphere, atomic helium, and atomic oxygen. No, you are wrong, this is not all a dream. Some of the technical material is taken from a well known aviation magazine. Just to illustrate some of the problems that will require solving we quote:

'The atmosphere at the ionsphere has a pressure of only one-five, billionth that of sea level, a density of only one-twenty-five-thousandth-billionth of its sea level value and the molecules of the atmosphere travel more than one mile before striking each other.

Preston Kirk"

Obviously, the article was written in a

spirit of jest. On the other hand, let's look at it with at least one serious thought, that during 1949 we were in the early planning stages for readjustment to meet the Jet Age.

Today the Jet Age is a reality and we are beginning to take a peek at the Space Age. Eleven years ago the term "Orbital Rocket Division" was coined as part of the CAA organizational structure. Today we all use such words as orbit, rockets, atomic reactors, radar tracking in everyday conversation. Therefore, it should follow that the planned reorganization should take into consideration the challenges that face FAA today.

The writer, who is associated with the Flight Standards Maintenance Division, as he looks into his crystal ball, is convinced that we are living in a specialized age. The Jet Age is here - we are peeping into the Space Age, which I am sure the FAA has an interest in and will have responsibilities. To go forward one must keep up with the times.

In the early days of aviation, specialization was not required. The Jet Age and Space Age demand specialization.

First, the Jet or Space aircraft must be engineered and built; second, it must be serviced and maintained; and thirdly, operated.

Here the present state of the art begins to take on a new look. The crews who will accompany some of these spacecraft and space capsules will play a role in the early stages of development primarily to monitor automatic devices. Many of my fellow workers may disagree or pass off this remark assuming that the writer is on Cloud Nine. This is not an attempt to detract from the contributions of the persons aboard such space craft. They will play an important part in future development.

A statement from the scientific and technical aspects of the 1961 NASA program is

included and outlines the pilot's responsibilities of the astronauts that will be blasted into orbit atop an atlas missile from Cape Canaveral.

"Pilot responsibilities

Although the primary objective of the Mercury mission is to determine man's capabilities and reactions in a space environment, the inclusion of a pilot will also add reliability to the system. The capsule contains many direct reading instruments and controls which can be monitored by the pilot. He can take action to back up many of the critical automatic functions of the environmental, communications, and control systems. Although much of the system monitoring is done remotely by telemetry, only the pilot has direct and continuous knowledge of the systems' behavior.

Probably the most important pilot function from the standpoint of reliability is his ability to monitor and back up such sequences as escape tower separation, capsule separation, retrofire, retrojettison, drogue parachute deployment, main parachute deployment, and actuation of the recovery aids. Most of these functions result from electric signals which should be automatically generated by micro-switches, relays, timers, pressure switches, accelerometers, or by ground command. These signals then ignite pyrotechnic squibs which fire explosive bolts or solid rockets. Past experience indicates that manual backup of these functions should add materially to over-all reliability."

Mach 3 transports that are on the drawing boards present similar problems.

Other interested segments will have important support and control roles to play. The specialization and automation age is here - let's face the facts and plan together for the future. In an attempt to convince the skeptics and to keep our future problems in focus -

THE SYMBOL AT THE BOTTOM OF THIS PAGE CONVEYS A CLEAR MESSAGE -
LOOKING AT IT YOU MAY NOT AGREE -
IT IS STILL A FACT - IT IS DEPENDENT
UPON YOUR VIEWPOINT OR HOW YOU
LOOK AT IT.

If not clear turn to page 12

Continued on page 12.

FAA's Operation Pathfinder, which initiated positive control of aircraft on an area rather than a route basis, was put into operation Oct. 15 in the Chicago-Indianapolis area. Through use of long-range radar, it provides positive control of all air traffic operating between the altitudes of 24,000 to 35,000 feet in an area covering 110,280 square miles of airspace. The concept eventually will be improved and expanded to meet the requirements of all airspace users.

FAA has received and is studying comments received on its proposal to require 100-hour inspections and a manufacturer's fix for cracking in engine mount angles of all Aero Design Model 500 aircraft.



OPERATIONS

During the conference of supervising inspectors and principal inspectors held November 9 and 10, it was good to see the field personnel gather together again. It has been a long time since we have had an opportunity to have an Operations "get together" and the meeting was worth the time and effort.

Mr. Mackenzie and Mr. Young of the Regional Office attended a meeting at Topeka, Kansas, which was called for the operators to discuss a proposal to certify agricultural operations. Representatives from the Washington office attended the meeting with Messrs. Al Reed and John (Cadillac) Smith of the Wichita office attending. A meeting, held two days prior in Oklahoma City, gave an indication that the operators were in favor of certificates for agricultural operations. It was interesting to note that a complete reversal took place at the Topeka meeting and the operators were unanimous in declaring that no certificate was needed.

Every air carrier in the U. S. has been burning the midnight oil preparing training programs which will meet standards recently published by the Bureau of Flight Standards. A crew of Air Carrier Specialists from this region quarterbacked by Woody Mundy, Air Carrier Operations Section Chief, reported to Washington for a solid 10-day assignment (weekend included), for the purpose of assisting the Washington Air Carrier Operations Branch in the initial review of some 105 air carrier programs. There were few programs that emerged as acceptable. Consequently, the team will again reconvene in Washington on the 14th of December to review the resubmitted air carrier programs. Those "lucky" Specialists who will run the risk of celebrating Christmas in full view of the White House are: Oscar Berge and Hal

Gardiner, Minneapolis; Wayne Canney, Kansas City; Frank Hensel, St. Louis; and "den father" Woody Mundy, Regional Office. Cecil Robbins, who participated in the initial review, has been granted a reprieve in order to get a refresher in flying the KC-135 at Oklahoma City.

We have had some changes in personnel with the following taking place: Tom Davis is leaving us to take an Air Space position and will be attached to Edward C. Marsh's office. Al DeVoe, formerly with the Fairfax District Office, has joined the General Operations Section in the Regional Office. Lloyd Young has been appointed Assistant Branch Chief; however, in the absence of a General Operations Section Chief, and Business Operations Section Chief, he is still doing business in the same old stand. Mrs. Jeanne Moses of the General Operations Section in the Regional Office is leaving us to join the General Services Administration staff. Mr. Joseph B. Harrington reported for duty in our Wichita District office December 7.

BIRDS BEWARE

FAA has embarked upon a more intensive campaign to find techniques and equipment for reduction if not elimination of the hazards posed for aircraft by birds and other wildlife at or near airports. It expects to work cooperatively with the airlines and with airport operators on this problem. CAB said recently that one or more engines of the Electra which crashed in Boston harbor were damaged by ingestion of birds.

ALTITUDES AND ROUTES

FAA is now aiming for "early 1961" implementation of its new rulemaking establishing an intermediate-altitude airway structure and redesignating the Continental Control Area to conform to it.

Continued from page 10.

To expand this last statement, it can be applied to your viewpoint concerning Regulations, Instructions, Reorganization, etc.

AN ATTEMPT HAS BEEN MADE TO CLARIFY THIS MESSAGE. AGAIN YOU MAY QUESTION ITS CLARITY AND CLASSIFY IT AS A "GRAY AREA." IF YOU STILL HAVE ANY DOUBT AS TO THE EXACT MEANING OF THIS MESSAGE, TURN TO PAGE 14.

WELCOME

The Engineering and Manufacturing Branch extends a welcome to Joseph E. Bonk, Manufacturing Inspector at Wichita, Kansas and Joy E. Woodcock, Clerk-Stenographer in the Flight Test Section in the Regional Office.

FAA may relax its restrictions on the nation's estimated 9000 "backyard builders" of experimental aircraft. Following a conference with officials of the National Experimental Aircraft Assn., the agency expressed both pleasure and astonishment at the safety record of the experimentals and indicated it may revise its regulations to give such builders "a lot more leeway." It said it recognized that major advances in aviation in the past have resulted from the activities of the "backyard builders."



Priority Traffic

Regional Office gets Christmas present from CARF! A very pretty Christmas package was deposited on the Regional Manager's doorstep the

morning of December 12 in the person of Barbara Durrett. Mrs. Durrett is no stranger to the RO, having worked in the Operations Branch, ATM Division, prior to her assignment to CARF in 1956. Barbara is now assigned as secretary to the Emergency Readiness Staff, a twosome comprised of Al Lorenz and Bill Sprague.



Harold J. Burhop, FSS Chief, Sault Ste. Marie Mich. retired COB 11/26/60, at the completion of 37 years service with FAA and predecessor agencies, principally in the field of aeronautical communications. He was born at Sheboygan, Mich. and attended high school there - enlisted in USN in 1916 and served as radio operator and instructor. Entered on duty with Air Mail Service of the P. O. Dept. in 1923 and served as radio operator and operator in charge at Washington, D. C., Iowa City, Iowa and Bellefonte, Pa. later transferred to U. S. Lighthouse Service, and still later to CAA, serving as Station Chief at La Crosse, and Chicago until 1942.

Continued on page 30



FAA IN THE NEWS

The FAA has proposed rules to standardize the flight operations of all aircraft operating in the vicinity of all airports, the primary aim being to enhance air safety and reduce aircraft noise affecting airport communities.

The rulemaking proposal marks the first time FAA has proposed adoption of national standards for traffic pattern rules governing flight operations on and around all airports. The industry was given until December 15 to submit its comments.

The proposal would create an airport traffic area around each tower-equipped airport that would take in the airspace below 2000 feet within a radius of 5 miles of the center of the airport. Any pilot not intending to land at the airport would be prohibited from flying through this area unless he received the tower's permission to do so.

Such a standard airport traffic area is believed necessary by the FAA because of the number of near mid-air collision incidents which have been caused by the interference of enroute aircraft operating in airport traffic patterns.

The proposal would also limit air-speeds of aircraft operating in the traffic area around controlled airports to not more than 180 miles per hour. If the operational limitations for a particular aircraft require greater speeds for reasons of safety, then the speed would be limited to the minimum necessary for the safe operations of that aircraft.

The proposed rules call for two-way radio communications at all airports where a traffic control tower is in operation by either the FAA or military authorities. The FAA believes that safety objectives would be risked unless instantaneous and continuous radio communications are maintained by the tower with all aircraft op-

erating at controlled airports where traffic is complex and includes high-speed flight operations.

The proposed regulation, however, includes a provision permitting aircraft not equipped with two-way radio to land at or take off from a controlled airport if prior authorization is obtained from the tower.

The proposed rules further outline specific requirements for both fast and slow aircraft, as well as helicopters, when operating within airport traffic areas with regard to speeds, clearances, and approach and departure procedures and altitudes.



FAA has announced a two-year project to produce "a single simplified body of regulations which may be easily referred to and which will be readily understandable by the aviation public."

Included in the wholesale codification will be all Civil Air Regulations, Civil Air Manuals, Regulations of the Administrator, airworthiness regulations, certificate limitations and air carrier operating specifications.

The job will involve reorganization, language simplification and "elimination of duplicate and obsolete rules." There will be no revision or substantive changes in the regulations themselves. This will be the first such overhauling of the structure of aviation regulations since industry and government began writing them more than 30 years ago.

FAA's proposal for regulation of air navigation obstacles such as radio-TV towers and other tall structures has been challenged indirectly by the Federal Communications Commission, which commented that: (1) FCC is charged by law with determining whether a broadcast facility may be built and operated, deciding such questions as to whether its tower creates any sort of hazard; (2) FCC cannot under present law "avoid" or "delegate" this responsibility, and (3) FAA finding that an FCC-approved tower would be hazardous would be "detrimental" to both agencies.

Continued from page 12.

SIMPLE - WHEN THE PROBLEM IS IN FOCUS.

Seriously, we in Maintenance, by going back eleven years through jest, gazing into a crystal ball, stating what we sincerely believe is our important place in this organization, and using our symbol - the simple word "Inspect" to prove a point, will sign off with the following commercial that the word "Inspect" symbolizes one of the most important functions of the Maintenance Branch. In actual practice, it means the aircraft or space craft, engine or rocket, control system or autopilot, radio equipment or telemetry and electronic equipment must be scrutinized in every detail, looking at it from every angle to determine that the part in question is in a safe operable condition. It is simple if you know what to look for.

Inspection must go beyond the surface.

FAA has introduced a new Airline Transport Rating (ATR) written examination which it claims will test a pilot's ability to meet and resolve a series of problems that might confront him on a typical airline flight. Applicants who already have successfully completed one or more sections of the old examination may complete the old form if they apply before next July 1.

FAA and the National Aircraft Noise Abatement Council have adopted uniform noise abatement operating procedures for all large piston-engine transports (DC-6/7s, Super Constellations, etc.). Like the procedures adopted last July for turbojet and turboprop transports, the new guidelines will depend on voluntary compliance by the airlines.

FAA is developing new standards by which it will approve training programs for flight engineers. It has invited industry help in drawing guidelines for evaluation of training in terms of an engineer's functions and duties, training goals, quality of instruction and facilities, and the number of instruction hours.

FAA FILM TO FLICKER

FLIGHT, a 16mm color 28-1/2 minute film telling the FAA story via a transcontinental flight, nears completion. The FAA film will soon be available for employee orientation, TV showings, and for general use by FAA personnel in their work with the public, such as at Service club meetings, etc. More on this when it is available.



FACILITIES & MATERIEL

FIELD DIVISION NO. 3

November has been a month of significance for Facilities and Materiel in that the F&M (fog and mist?) has begun to rise, revealing the shape of things to come rapidly in the near future.

During the week of November 14 to 18 Mr. Benzon, Assistant Chief of the Division, and I went to Washington to get the "word." AND WE DID! It was a good solid week spent on Operation Straightline, selection of Branch Chiefs, and status of the EANF program.

Operation Straightline came in for its share of the meeting by consuming a full days time, and parts of it left us reeling. This is the part where the Area office of F&M assumes responsibilities in both the Maintenance and the Materiel fields and thus the Division Chief is the only one who can pass on to the Area Office Chief, through a delegation of authority, certain latitudes of performance of his job. This makes it interesting when trying to determine who prepares his E. P. A. etc.

The character of the Area Office is thus beginning to show itself as a radical departure from our previous organizational concepts.

Last month FLIGHT LINES told that staffing would be made up from ATDO's and Regional Office positions expected to be made available by this over-all plan. Just who, how, when, where and why has not been completely established by now but there is a lot to be done in a rather short time if we are to meet the deadline date of July 1, 1961, to have all offices established and functioning.

The first action is one we are all especially interested in, and that is the one of selection of the Area Supervisor for each

F&M Area Office. As we see it, these selections will be most carefully accomplished through a rather extraordinary procedure designed to find the best qualified persons for the task. Almost a giant melting pot in its concept, but careful screening processes will come into play in order that the selection gains for this office the people who will be able to meet the responsibilities of the office in a creditable manner to the FAA.

Coordination practices, as we know them now in the Regional Office, will move to the Area Office in many fields of endeavor. The co-location of other Division offices will make this field coordination easier than our present system of field coordination, where different field offices have to travel away from their headquarters for getting together on what are primarily local problems.

Each F&M Area Office will have a "family" of 20 to 30 ATFO's, whose name will change to FMSO or Facilities Maintenance Sector Office. It looks as if someone has stirred the alphabet soup again and has come up with some new combinations.

Another part of the Washington meeting was a session with the Division Chiefs to select Branch Chiefs where appropriate. In this we were able to proceed on only one Branch Chief, and that was in the Establishment Branch, where Alan Glass has been designated as Chief of this new Branch.

Alan was on his honeymoon at the time so we could not reach him to let him know of his selection. However, when he returned to Kansas City on November 26 we told him that the honeymoon was over on two counts: one, his own, where Helen Erwin Glass will now give him a few things to do; and two, he'd better hurry to catch the 4:00 pm

plane for Charlottesville, Virginia, where he is to attend the Executive School for two weeks.

After that (about December 10) he'll be back in Kansas City to complete the creation of the Establishment Branch as an independent functional unit in the Regional Office and this will take some measure of his time.

The last three days of the Washington trip were spent in going over the status of the "E" program, and this was "old hat" to Mr. Benzon, who successfully defended the Region's position on several points of question.



I found the whole meeting quite interesting in that it was the first of such meetings that I had been privileged to attend. We had a glimpse into the future as a part of FAA's five year plan was discussed. There are some startling things in store for all of us and it will be worth waiting and watching for as the future unfolds. One of the most interesting discussions concerned visual aids that will be established in the vicinity of airports to assist in that last 10 to 30 second decision interval before touchdown. Christmas trees, balls of fire, rockets on the 4th of July, and other familiar spectacles will have nothing on the local airport one of these days.

The details of ALS systems, sequence flashers, MALS, VIGS, REIL, etc. were shown to us in a familiarization brochure, but we are not in a position to give wide distribution to this information as yet.

One of the most significant things is that many of these visual aids are planned for runways other than the ILS runway, and should therefore contribute materially to

the safety of total operations into the airport. As we can get pictures or make graphic presentations of these new items we will present them in FLIGHT LINES as a means of gaining a broader understanding and appreciation of our work.

Clyde W. Pace Jr.

HONEY-DO CLUB

We were silent witness to the traditional transitional luncheon for one of our "senior citizens" the other day when Harry Pollock was the man of the hour because of his decision to retire after some 31 years with CAA and FAA and predecessor agencies.

The occasion was marked by the usual engineer's brevity in speech making but enlivened when Jim Arnold said something about a "rat leaving a sinking ship." This was enough to provoke an expression in behalf of those few remaining souls who are harnessed to the mast to keep the ship going despite the rough going ahead and before a debate broke out the meeting broke up and we queued up to pay the cashier at the Carousel and return to 4825 Troost.

The affair brought out Jed Giles, Jack O'Connor, and Dan Swift who have joined the "Honey-Do" Club previously and welcomed Harry into the membership. From their appearance it must be a fine organization. The general consensus of the group is that they are busier now than when they were reporting to work every morning at 8:00 a. m. and leaving at 4:30 p. m. This may dissuade some from joining their ranks. One of the newest members, effective in early January, will be Mr. Higgason, Chief of the Maintenance Branch. Higgy's last day in the office is checked out to be December 9, with December 8 as the evening for a get-together at the Blue Hills Black Angus. By the time this edition of FLIGHT

LINEs reaches you this affair will be over and Mr. Higgason will be a member of the "Honey-Do" club.

In case you are wondering at the title, it comes from the well known expression used by the distaff side of the family when she wants something done around the house.

"Honey, do this! Honey, do that" ad infinitum. 'Nuff said?



Many gifts were given Higgy by his admirers, and from the beaming look on his face big projects are in the making. At least a lot of holes are going to be bored with the drill press.



William L. Higgason (FM-3100) receiving congratulations from our Regional Manager, Henry L. Newman, upon his retirement from the Agency. Mrs. Higgason (left), looking on. The event took place at a dinner in Higgy's honor attended by some 150 stalwarts, who are all sorry to see him leave.



Kansas City, Mo., Management Training Course at Federal Office Building, Nov. 14-18, 1960. Seated: left to right; Fred Zellmer, Wilford Parsons, Leroy Nedrow, Lloyd Jensen, John Tighe and Donald Stoeger; Standing, left to right; Ralph Ford, Jim Kerr, Eldon Brown, Arthur Baldwin, Lawrence Fitzpatrick, Clyde Hanft, Earl Schneider, Clarence Ninke, Arthur Hocker, Robert Livezey, Robert Gray, Albert Poje, and Bernard Anderson.

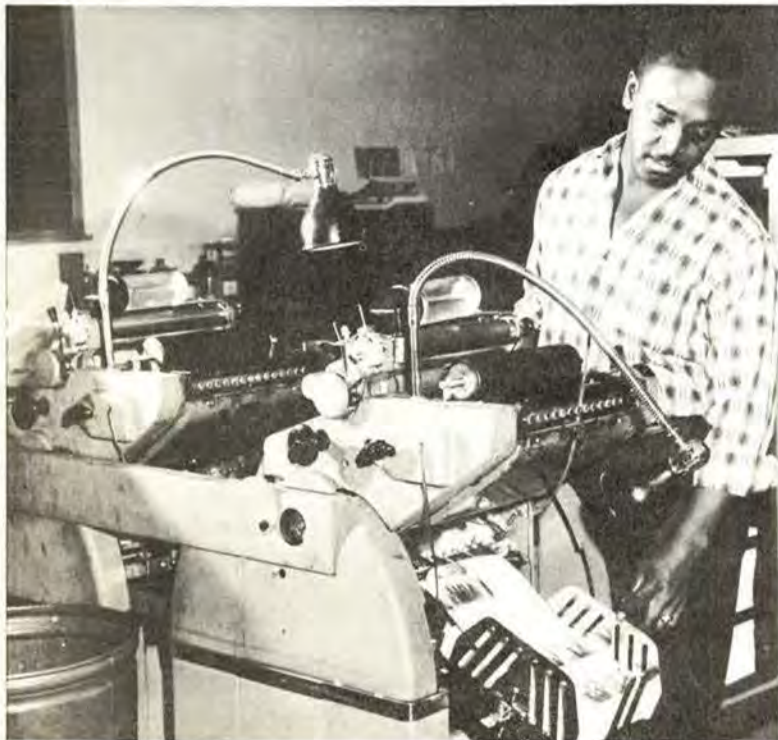


FOCUSING ON



Left - Joe Aubin and Ella Rhea Bilton operate the Zerox equipment to make the plates from which the pages are then printed.

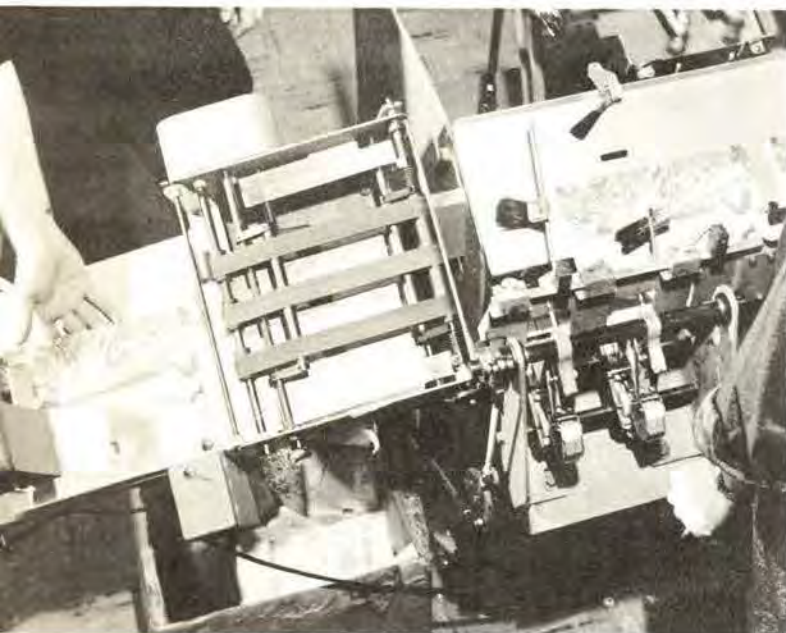
FLIGHT LINES goes to press - One of the many and varied print jobs accomplished with dispatch by our own field printing plant in the Regional Office is the monthly printing of our publication, FLIGHT LINES. This month we show how it is done.



Above - Ed Dubay, offset pressman, printing the cover for FLIGHT LINES. Photo covers are frequently printed in color for appropriateness. In an average month 1500 reams of paper are used in printing the many bulletins, memos, job announcements, technical and instruction manuals, forms, and other special printings.

Left - Leroy Davis, offset pressman, prints pages for FLIGHT LINES. This machine, which prints on both sides simultaneously, can produce 12,000 impressions per hour.

Right - Don James, left, Roger Kidd, right, and Joe Aubin, rear; operating the collator. This machine automatically assembles the pages in their proper order, staples and stacks the finished magazine, ready for distribution.



Above - Stapling of the magazine is done automatically as the assembled pages are moved to the end of the collating machine.



Right - Darald Hottman, Printing Supervisor, delivers the finished product to Mildred Sylvester, FLIGHT LINES Assistant Editor. 3400 copies of the magazine are distributed throughout the Region to FAA employees and others in the aviation industry.





PERSONNEL HI-LITES

MILITARY LEAVE

A recent provision of law (Section 7 of Public Law 86-559) changes the reckoning period for granting Military Leave from a calendar year basis to a fiscal year basis. The law does not allow any exception to this change. Thus, an employee who is a Reservist and who has been granted Military Leave since July 1, 1960, can be granted only so much additional Military Leave as does not exceed 15 days total between July 1, 1960 and June 30, 1961.

RETIREMENT CHANGE

Effective September 6, 1960, Public Law 86-713 amended the Civil Service Retirement Act to establish a "day-after" concept for the commencement of all annuities and for the termination of employee annuities, in place of the "first-of-the-month-after" concept previously in effect. In the past an employee retiring whose last day in pay status occurred sometime during a month, had to be placed on Leave Without Pay until the end of the month. His retirement annuity began the first of the following month. Now his retirement begins the day after the last day in pay status and he is not placed on a Leave Without Pay status, but rather is dropped from the rolls at the end of his pay status.

The annuity for the part of the month is figured on a pro-rated basis of 30 days per month. Thus, if an employee were dropped from the rolls as of close of business the 10th day of the month, his annuity for the month would be two-thirds of his monthly annuity rate.

Conversely, where an annuitant who retired on a disability basis and subsequently

recovered, is re-employed, his annuity is paid up to and including the day before his re-employment on the pro-rated basis.

Survivor annuities are similarly computed. Annuity begins the day after the death of the employee where immediate annuity is authorized by law.

NEW GRIEVANCE PROCEDURE HAS BEEN DEVELOPED

Agency Practice 3-771 sets up the new Agency Appeal and Grievance Procedure and is now in effect. Copies of the Agency Practice have been distributed throughout the Region.

Supervisors and employees alike should be aware of this Practice. The process is based on law and regulation and has been approved by the Civil Service Commission for use in settling Agency grievances. Read it! Study it! Understand it!

You will note that it sets up both an informal and formal appeals system. The informal system is designed to resolve disagreements at the lowest supervisory level. There is ample provision for the aggrieved person to carry his informal protest through successive supervisory levels up to and including the Division Chief. The formal system normally comes into play after the employee has explored his case through the aforementioned channels.

TAX BREAK FOR DISABLED FEDERAL RETIREES

A new Internal Revenue Service regulation gives formal sanction to a special tax-exemption for Federal employees who retire on disability annuities - an exemption long-permitted but not always claimed by retirees.

It applies when they reach normal retirement age (either 60 or 62 depending on the length of their Government service).

Before that age, the law counts the first \$100 per week of their income as sick pay, and exempts it from taxation. After that age, the new regulation formally extends them the same tax break given other Government retirees. It lets them write off, for tax purposes, all contributions they have paid into the Civil Service Retirement Fund, which provides their annuities.

The exemption heretofore has been only for employees who retire on regular annuities. Now it has been extended to those who retire on disability.

IDEAS

THE BASIC FOR EFFECTIVE

COMMUNICATIONS

A man cannot really speak or write well until he has something worthwhile to say. We who work with business and professional people as well as college students find that the people who have something to write and speak about, something about which they feel deeply, have little trouble stating their ideas. We also find, and not only in college courses, but also in courses for professional people, that original thinking or idea getting comes hard and only after deeper concentration than most people are used to.

That creativity, or idea getting, is worth teaching is obvious. . . . Our experience shows that creativity can best be taught by helping people overcome the three crucial blocks to skillful creativity: dulled senses, stunted imaginations, and lack of emotional control. . . .

To become an acute observer, a person must understand why his senses are dull.

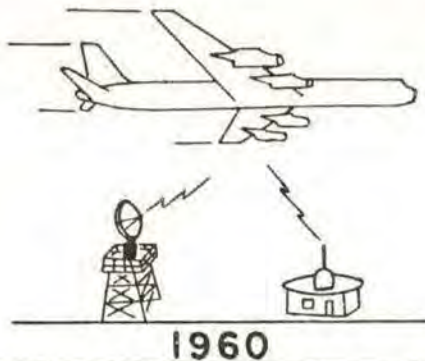
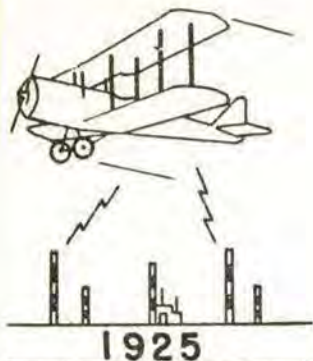
Unless he does, retraining is valueless. Once we recognize the cause it is fairly easy to counteract it if and when it appears. For instance, if we admit to ourselves that certain assumptions we make about the intelligence of workers are based on stereotypes and limited instances, then it would appear logical that we would not only think of workers in a new light but also improve our working relationships with them. . . . Having dull senses is fairly comfortable, but the thinking man, the creative man, is always a little uncomfortable, a little dissatisfied.

Stunted imagination, the second important block to creativity, prevents many people from getting ideas. From childhood on, we are told to be practical. . . . The competitive aspect of our day-to-day living invites a negative reaction to someone else's ideas unless we can see the chance of some personal gain. . . . When we greet the ideas of others with a negative response we sometimes, perhaps oftener than we think, prevent ourselves from creating new ideas based on the one suggested by the other person. . . .

Two crucial emotional attitudes which tend to prevent creativity are: first, the fear of making a mistake or suggesting something impractical. And second, the tendency, especially under trying circumstances, to grasp the first idea that comes along rather than postponing final choice until all possible ideas have been thought of. . . .

Because time imposes a mental handicap we learn to do things quickly and when a plausible solution to a problem comes up we clutch at it. As often as not, this first reasonable solution is not the best one.

Excerpted from article by Dr. Fred R. Dowling and Dr. A. Conrad Posz in *Journal of the American Society of Training Directors* 2-60.



AIR TRAFFIC MANAGEMENT

*"FAA's MOST
CHALLENGING
MISSION"*

This issue of *FLIGHT LINES* will be a departure from previous issues, as far as our ATM Division page is concerned. For the past several months we have been undergoing the lengthy process of reorganization, in which the five Branches that comprise our Division were being established to perform the specific functions and discharge the responsibilities associated with their respective work programs.

Following the establishment of these Branches (Operations Evaluation, Program Planning, Airspace Utilization, Operations, and Regulations & Procedures), Sections were established in each Branch to perform the specialized functions.

The development of the functional assignments, preparation and classification of position descriptions, advertisement of the associated position vacancies under NPP/RPP, and, finally, the selection of individuals to fill the specific key positions in the Branch and Section organization structure was finally completed late in November.

Now that our ATM Division organization and staffing has been completed and individuals have been selected for the key positions, we are using this issue of *FLIGHT LINES* to present a complete organizational "picture album" of the Division office. You will find pictures of all the people who occupy the various positions in the Division, with names to identify the photos. This includes Branch and Section Chief, the Specialists (sometimes referred to as "Indians").

Due to the large number of people, we encountered a critical problem on our space allocation and were unable to publish the pictures of the Branch and Section gals who comprise an all-important part of our Division staff. We will try to work out some-

thing to tie in with a later issue.

We suggest that you keep a copy of this issue handy for future reference. It will assist you in identifying names with faces; some of the latter you will seldom see, unless you have occasion to visit the R. O., and should assist all of us in becoming better acquainted.

Since this is the December issue, we also offer it as a means of serving as our ATM Division Christmas and New Year's greeting to our personnel in the field and to other recipients of *FLIGHT LINES*. Merry Christmas and Happy New Year for 1961!



PIPE DREAMS

In case you have often wondered how some of the ideas are generated in the R. O. this picture will probably do nothing more than confirm your worst suspicions! By way of explanation - this contraption is of Oriental design, recently received by the ATM Division Chief from Tad Matucha, who is soon winding up a foreign service tour with the Civil Aviation Mission in

Continued on page 31.

DIVISION OFFICE (AT-3000)



G. W. Kriske
Chief



R. O. Ziegler
Asst. Chief



Gertrude Connet
Secretary



Kathryn E. Gardner
Secretary

OPERATIONS EVALUATION BRANCH (AT-3020)



Jack A. Coffey
Chief



A. E. Drakenberg
Asst. Chief

En Route/FSS Section (AT-3024)



Milo J. Shaffer
Chief



E. T. Kierski



G. G. Garrett



M. H. Worcester



Hugo Boyle

Terminal & Spl. Investigations Section (AT-3025)



Lloyd D. Jensen
Chief



Roger W. Alwood



R. E. Goodlander



E. C. Waffle

PROGRAM PLANNING BRANCH (AT-3030)



G. R. Arey
Chief



William G. McKim
Mgmt Analyst

En Route & FSS Section (AT-3032)



K. W. Hollinger
Chief



Arthur R. Morse



Owen C. Meredith

Terminal Section (AT-3033)



Raymond I. Chaffee
Chief



Dale J. Jackson



Allen W. Strete

Program Plans Section (AT-3035)



P. E. Riney
Chief



J. W. Skolaut



W. R. Behn



C. C. Wise

AIRSPACE UTILIZATION BRANCH (AT-3100)



E. G. Basel
Chief

Program Coordination & Spl Use Airspace Sect. (AT-3110)



John Knoell
Chief



J. O. Dixon



N. W. Davis
Cartographer

Airspace Structures &
Allocations Sect. (AT-3120)



R. E. Brockman
Chief



M. W. Smith



E. C. Kaup
Chief



D. W. Hegland

Airspace Obstns &
Landing Areas Section (AT-3130)

REGULATIONS & PROCEDURES BRANCH (AT-3300)



Maynard F. Skinner
Chief



L. R. Nedrow
(Military Coordinator/
AT-3303)

OPERATIONS BRANCH (AT-3200)



A. C. Lybarger
Chief



R. B. Davison
Asst. Chief

Operations Management Section (AT-3205)



L. H. Putnam
Chief



J. I. Seward
(Mgmt Splst)



Edith M. Keeling
(Adm Asst)



R. E. Current
(Trng Supvr)



J. L. Doerflinger



J. R. Watts



E. B. Johnson

Terminal Section (AT-3220)



J. J. Dixon
Chief



N. W. Realph



J. T. Bosslet

More on page 29.



AVIATION MEDICINE



FIELD
DIVISION
NO.3

TOXIC CHRISTMAS TRIMMINGS

A Not-So-Cheery but Nevertheless a Rewarding Holiday Warning

The New England Journal of Medicine reviews some types of poisoning related to Christmas as reported to the National Clearinghouse for Poison Control Centers.

BUBBLING LIGHTS - The modern Christmas tree is much safer than the old candlelit tree but the candle-shaped, bubbling lights which have been introduced attract and tempt curious children. If the child is not discouraged by an electric shock or cut, he may be tempted to break the bulb and then inhale or swallow the contents. Generally this liquid is methylene chloride, a chlorinated hydrocarbon of low toxicity. The symptoms may include a mild central nervous system depression which may be preceded or followed by central nervous system excitement. If large amounts are ingested there may be danger of liver and kidney damage. In treating such an accident, gastric lavage and artificial respiration, if necessary, should be followed by systemic treatment of the central nervous system condition.

SNOW SPRAYS - The snow is composed of an inert plastic material and a long-chain fatty acid, harmless once the propellant may consist of more potent halogenated hydrocarbons-methylene chloride and freons.

ICICLES, ANGEL HAIR - Even the icicle decoration for the Christmas tree may be a menace. Fortunately the metal constituents (40 percent tin and 60 percent lead) are poorly absorbed in the gastro-intestinal tract, so icicle mishaps occur from the stringy nature of the material - intestinal

obstruction and choking. Misty "angel hair" (spun glass) can produce some devilish irritation inside and out when children become enchanted with its cotton-candy appearance.



FIRE SALTS - This product, which is used to produce multi-colored flames on the yule log, can cause heavy metal poisoning if swallowed. The colors result from burning the salts of copper, barium, selenium, lead, thallium, arsenic and antimony. Gastric irritation usually is severe enough to produce vomiting. Subsequent treatment includes ingestion of such demulcents as milk, raw egg whites, flour or starch. Provided that the parent wisely saved the original container, the attending physician or a Poison Control Center can prescribe a particular antidote where one exists.

BERRIES - It is interesting to know that the holly berry contains a toxic compound which causes severe vomiting, diarrhea and central nervous system depression for which there is no specific antidote. The mistletoe berry also contains an unidentified toxic ingredient. In the unlikely event a child should swallow a large number of berries, this should be kept in mind.

MOTH BALLS - "Dancing moth balls" have been described in advertisements as a novel way of adding color and entertain-

ment to the holidays. It consists of placing moth balls in a colored solution of vinegar and water and then adding baking soda which releases carbon dioxide at the surface causing the moth balls to dance. The toxic properties of naphthalene and paradi-chlorobenzene are well known making this a poor game for children.

MODEL TRAINS - Cartridges developed to produce smoke on model trains contain meta-terphenyl or kerosene and cedar wood oil. The quantities are not great enough to have harmful effect by inhaling the smoke or ingesting small amounts, but only a few cartridges should be available at one time. There is also a cleaning fluid for train tracks which should be used under adult management because it contains deodorized kerosene.

PAINTS - Homemade Christmas cards or trimmings usually involve painting surprises in a closed room with the possibility that toxic fumes may accumulate. Some poster paints have a toxic volatile base. The nearness of the work further enhances exposure - headache, nausea and vomiting may climax this endeavor.

POINTS OF PREVENTION - All these examples of Christmas hazards for children verify the truth behind the prevention adage. Poisoning is easier to prevent than treat. The incidence of mortality and morbidity from home poisonings can be reduced by remembering a few basic facts so first aid can be given promptly and in some cases this can be life saving.

The first principle is dilution and prompt evacuation of the toxic material from the stomach, preferably by emesis. Caustic alkaloids or kerosene are exceptions. Table salt, powdered mustard or soap dissolved in water usually will induce regurgitation. Time and patience often are lost trying to force these distasteful emetics

down a child. A simpler way is to dilute the poison with water alone and then force vomiting. Placing the child in a face-down position with his head low and tickling the back of his throat with a finger or spoon handle is usually sufficient to induce vomiting. Biting can be prevented by placing a wedge between the child's teeth. Afterward the child is kept quiet and warm until a doctor or the Poison Control Center is reached.

If no evidence of ingestion is present, but the room is heavy with fumes, quickly get the child into fresh air. Mouth to mouth rescue breathing may be necessary in severe inhalation poisoning.



POISON CONTROL CENTERS - These centers usually have facilities for treatment and first-aid calls plus information on the nature and toxicity of commercial products. The serious efforts of these centers have provided the background for a national law giving the Food and Drug Administration the responsibility for a nationwide program on labeling of hazardous household products.

Kansas City has two Poison Control Centers - one is located at Kansas City General Hospital and one at Children's Mercy Hospital.
(Condensed from an article published in Abbott Laboratories publication "What's New").

Flight Service Section (AT-3225)



J. W. Pikell
Chief



L. S. Rich



C. B. Colburn

Air Traffic Rules Section (AT-3310)



L. N. Underwood
Chief



L. J. Helbock



C. S. Kent

Air Traffic Procedures Section (AT-3350)



M. L. Koehler
Chief



F. D. McLeod



G. E. Nash

En Route Section (AT-3215)



L. C. Morris, Jr.
Chief



C. W. Bruce



R. W. Wolfer



State Aeronautics officials attending the recent 2-day conference in Kansas City with the FAA are, left to right: R. L. Cunningham, Indiana; J. H. Frets, Missouri; F. W. Berlin, Iowa; L. V. Hanson, South Dakota; W. Kreuscher, Nebraska; Henry L. Newman, FAA Regional Manager; H. Vavra, North Dakota; T. K. Jordan, Wisconsin; N. C. Bird, Illinois; J. D. Ramsey, Michigan. The conference, called by the FAA and under the Chairmanship of Mr. Newman,

was planned to provide an opportunity for the participants to discuss subjects of mutual interest and to update states' aviation representatives with current activities, policies and procedures of the FAA, as well as future plans and requirements for aviation users.



The annual Christmas luncheon provided by the R. O. Employees Association was enjoyed by everyone on Wednesday, December 21.

Continued from page 12.

He moved into the R. O. as Communications Inspector and became Unit Chief, Section Chief, and Branch Chief in these supervisory positions in Communications and the Facility Operations Branch. In 1954 he moved to Hutchinson, Kansas, as Chief, CS/T and later in the same year moved to SSM, where he has been Station Chief until his retirement date.

On July 7, 1960, Harold received a FAA service pin denoting 40 years of Government service and was one of only two people in Region 3 receiving this award.