

FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3



F.A.A.
INDIANAPOLIS
FLIGHT SERVICE
STATION
File and Close
Flight Plans
Weather Briefing



JUNE - JULY 1960

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ON THE COVER

Special Services Provided
by the FAA in Indianapolis
for the Big "500". Story on
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FROM THE REGIONAL OFFICE**THE EDITOR'S CHATTERBOX**

Additional appointments have been announced recently from Washington and we are pleased to report these. Edward C. Marsh, formerly Deputy Regional Administrator, is our new Chief, Flight Standards Field Division #3. Clyde W. Pace, Jr., former Chief of Airports Division, is now Chief of Facilities and Materiel Field Division #3, and George W. Kriske, formerly Chief of Air Traffic Control, is now officially Chief, Air Traffic Management Field Division #3. This completes our appointments at the Division level. As additional Branch and Section appointments are made we will report them to you.


Having trouble getting answers to some of your correspondence within the Agency? Then don't forget the division prefixes that go with the new big numbers. In case you had not thought of it, merely addressing a memo to 3200, for instance, could result in its going to ATM, Facilities and Materiel, Flight Standards, or Aviation Medicine, as they all have one of those. So, the AT, FM, FS, or AM preceding the 4 digit number is all important.

Off to the Oklahoma City Aeronautical Center is Chester W. Wells, Acting Chief, Budget Division, who reports there on July 18th as Assistant Director of the Center. Best of success, Chet, we'll miss you around the R. O.

"They're Looking At Us," should be the title of this next subject. Seems that the Brookings Institute, a privately endowed and non-profit organization concerned with research and problems of public policy, is currently conducting a study with regard to attitudes of the American people toward Federal public service.

During the months of July and August, representatives of National Analysts Inc. will contact selected Federal officials throughout the U. S. for the purpose of interviewing them for this study. Some 1700 employees may possibly be interviewed. The Civil Service Commission has advised that this is a desirable project and while our participation is on a voluntary basis, we are urged to cooperate. This is an excellent opportunity to win friends and influence people by revealing to the public, through this survey, the important service to the nation being rendered by the FAA.

The response from the field reporting to us the many fine programs held in connection with the awarding of Length of Service Pins was most gratifying. We appreciate receiving so many fine reports and knowing of the fine local publicity which resulted. More on this, complete with pictures of many ceremonies, may be found later in this issue.


Marshall C. Benedict
Regional Public Affairs Officer

AUTOS AND AIRPLANES

or

AIR TRAFFIC TO THE BIG "500"

by Marshall C. Benedict, RM-305

Airplanes and race cars have something in common, as depicted on our cover this month. The top photo shows part of the 200,000 people watching the race. Center left, Joe Cirillo, FAA Flight Service Specialist at Shanks Airport. Second from left, providing flight plan service to incoming pilots Ernie Cleveland, Dick Larsen and Charles Kessler. Center right, private aircraft parked at Shanks Airport. Bottom left, part of the aircraft parked at Weir Cook. Bottom right, Indianapolis Tower - a beehive of activity handling the race traffic.



This month we pay tribute to the many FAA'ers in Indianapolis who, through their effort and ability again helped successfully blend aviation and auto racing. Preparation for the Big Day starts months in advance with the formation of a master plan to handle the traffic. Complete traffic procedures are published in advance in the Airman's Guide, additional personnel are assigned their duties for the day, mobile radios are set up to provide flight plan and weather service at adjacent airports, and after it is all over and the last plane has left time to say "A job well done again."

To us as aviation enthusiasts, the fact that Jim Rathmann won the Indianapolis 500 Mile Race this past Memorial Day by a scant 13 seconds ahead of the '59 winner, Rodger Ward, may not be too earth-shaking, but perhaps the fact that our FAA facilities in Indianapolis handled more than 650 assorted sized aircraft which flew into the area to see the Big "500" may be of interest.

While this "once-a-year-operation" is nothing new to the veteran FAA personnel in Indianapolis, nevertheless it requires a great deal of preparation and coordination. Your reporter had the privilege this year of witnessing this rush of traffic into the IND area and, a few hours later, back out again - all airborne. In addition to some 354 airline operations in and out of Indianapolis' Weir Cook terminal during Race Day, more than 650 private, executive and charter aircraft arrived and departed from

Weir Cook, Shanks or Sky Harbor airports, bringing enthusiastic race fans to the greatest of all speed classics, the running of the 44th "500".

Preparation, on the part of the FAA, began months ahead with the scheduling of additional services and the personnel required to perform this service.

Chief of the IND Flight Service Station, Harold Sumner, together with his crew, made provisions to provide flight plan and weather briefing facilities not only at Weir Cook, but at Shanks Airport and also at Sky Harbor, two private airports near the race track where more than 300 of the Race Day aircraft would land.

John Wubbolding, Chief of the IND Air Route Traffic Control Center, made sure he had adequate staffing to handle the influx of traffic, and since it turned out to be an IFR day, the personnel were needed.

And, in the Indianapolis Control Tower, Chief Max Bloomer added the necessary personnel needed to handle the 311 extra aircraft which landed at Weir Cook Airport.

Thanks to the excellent arrangements and hospitality of Max Bloomer, Tower Chief, and his Deputy, Loy Walker, this writer had the opportunity of not only witnessing the operation of our FAA facilities in action but of even seeing about an hour of the Race. Arriving on Saturday, and after parking the aircraft, we went to the Speedway to get the lay of the land and to meet some of the personnel. A stroll through "Gasoline Alley", the garage area, enabled us to meet some of the owners, drivers and crews of the race cars. Had a visit with Paul Goldsmith, driver of car 99 which came in third, his Chief Mechanic Ray Nichols and their apple grower owner Norm Demler. Both Paul Goldsmith and Ray Nichols fly their own airplanes so are well known to FAA personnel in Indianapolis. Just ask Max Bloomer or Loy Walker about the weather forecasting they did for these two fellows!

On Sunday we sat in on the Drivers' Meeting where the veterans and rookies alike get "the word" on a safe race. After this there was pit practice where crews practiced that quick change artistry which

results in the almost unbelievable record attained during the race by both Rathmann's and Ward's crews simultaneously of changing 4 tires and refueling the car in 21 seconds flat.

Memorial Day dawned a bit on the gloomy side, weather-wise. An overcast condition prevailed which was to keep our Center and Approach Control busy. The Weather Bureau did its best and was able to maintain about a one thousand foot ceiling which permitted a combination of IFR traffic making controlled approaches plus lots of VFR's scooting in under the stuff.

Over at Shanks Airport, near the Speedway, the Flight Service Station had set up a mobile amateur radio installation staffed by Francis M. Barton and Joe Cirillo, who were in radio contact with the FSS and manned on the "home" end by William A. Hoelker. Through this hook-up, aircraft landing at Shanks were able to close their flight plans and when it came time to depart, they were able to file flight plans direct. Final count showed that 305 aircraft came into Shanks Airport for the races.

At Sky Harbor Airport, Richard Long from the FSS was on hand to handle flight plans and reported that 45 aircraft made use of that facility.

Max Bloomer, Indianapolis Tower Chief, and Loy Walker, Deputy, came early to get a good seat.

Part of the 200,000 who turned out for the big "500".

The fly-away crowd made Indianapolis Tower's departure radar look as if it had measles.



With the aid of the Indiana State Police and their helicopter piloted by Bob Meyers, this scribe was able to take the aerial photos of the aircraft parked at Weir Cook and Shanks Airports as well as the picture of the Speedway shown on the cover.

The Indianapolis Flight Service Station



Jose Crawford and Nathan Jackson, Flight Service Specialists at the Indianapolis air-ground position handling inbound aircraft.

reported some 170 IFR arrivals during the morning hours before the race. They made a total of 349 radio contacts and handled 220 inbound flight plans. Ten additional personnel were needed to handle the increased activity, which included, in race traffic alone, 18 IFR and 118 VFR outbound flight plans.

Up in the control tower at Weir Cook, things began to buzz by 8:00 a. m. and kept up a steady pace until race time. 311 race-bound aircraft landed at this airport and for the first time over one-third of the planes were twin engine or better. Charter flights



Walter Fern, Flight Service Specialist, set up a temporary station to handle departure flight plans at Weir Cook.



Incoming flight plans were efficiently handled by the FSS crew which included John List, Watch Supervisor, Olin D. McPike and Norman E. Bass, Flight Service Specialists. 175 flight plans were handled within 80 minutes prior to the race.

from as far as Miami and Montreal and aircraft ranged from tri-pacers to DC-7's. The IND Tower reported a total of 1160 operations for the day and at one time, after



William H. Hoelker, Supervisor, operating mobile amateur radio equipment connected to Shanks Airport to provide flight plan service.

the race, the departure radar showed over 100 targets. Looked like a sure case of measles! Traffic arrived and departed from Indianapolis without any unnecessary delay, and thanks to efficient planning and handling, without any complaints.

As the sun set in the West, as the travelogue says, and as the last of the aircraft departed from Indianapolis, the Winners

Circle at the Speedway could share honors with the FAA crews on duty that day at Weir Cook, Shanks and Sky Harbor, at the FSS and the ARTCC, who all did an outstanding job in handling the assorted huge volume of air traffic which navigated its way into the Indianapolis area to witness the greatest of automobile races, the Big "500". Thus it is that automobiles, in this case race cars, create air traffic.



Indiana State Trooper Bob Meyers, pilot of the helicopter which enabled us to get the aerial photographs for this story.



General view of the more than 200,000 people witnessing the running of the big "500".

RAINED OUT - ALMOST

Cloudy skies and intermittent showers didn't discourage 600 FAAers from enjoying this year's Employees Association Picnic. Gathering about 11:00 a. m. on June 18, the crowd waited anxiously inside the Holy Cross Auditorium, the alternate spot if the rains came, for the signal that meant 200 pounds of barbecued beef, ham, potato salad, and baked beans, could be devoured. Besides the staples, there were 25 gallons of coffee and 912 bottles of soda pop available to the hungry throng. A report from the Chairman of the Food Committee, Helen Hazelwood, shows that in addition to the above, 100 dozen egg rolls and 100 dozen ice cream packs and well over 150 pounds of picnic relishes were consumed. Tables were scattered throughout the gym and the "picnic without ants" commenced. Tension mounted as Tom Davis, acting as emcee for the picnic, announced each winner of the many door prizes given away in the name drawing.

Guesses and geometric theorems prevailed through the R. O. on the 17th as 400 employees examined a jar of beans in the front lobby and then submitted their count for the Bean Guessing Contest. Whether luck, an actual theorem worked, or coincidences entered into the picture, two guessers came out on top in a tie and only three beans away from the official count of 7730. With counts of 7733, Robert J. Schowalter and Edward R. Lambert were declared the winners, and each was given a transistor radio.

While parents stood on the sidelines and cheered their offsprings on in the various races and contests, the kids displayed energy that every grownup wished he had.

By five o'clock, tired, weary picnickers left the gym, and all agreed that the Picnic was another success for the Employees Association.

FLIGHT STANDARDS

Today I was notified by Mr. Benedict's office that the next copy of FLIGHT LINES was going to go to press without any representation from Flight Standards Division if I didn't do something. In the few weeks since I assumed the post as Chief of the Division there have been two or three matters that have come up that seemed to keep all of us in the Regional Office quite busy. However, this seems a really good opportunity to say all of the people in Region 3 how happy I am to have been selected as Chief of the Flight Standards Division.

Shortly after FLIGHT LINES was established I was very impressed with the communication prepared by George Kriske for Air Traffic Management. In fact I was so impressed that I took it upon myself in my then position as Deputy Regional Administrator to urge other division chiefs to do likewise. I find myself caught in my own trap and of course this is the real reason I undertake this stint. However, since I have undertaken to emulate George Kriske, let me hasten to add that my following in his footsteps will be strictly limited to my efforts for FLIGHT LINES. I have no intention of attempting to emulate him in the interstate transportation of birds' nests.

Having wasted a good bit of paper in this introduction I will try to get down to cases.

The latter part of May I attended a conference in Washington called by Mr. Oscar Bakke and attended by the four newly selected field division chiefs. We had a very good discussion and chance to get better acquainted with Mr. Bakke. I was most encouraged at his calm, reasonable approach to such subjects as organization of the division, rotation of personnel, and other matters of administrative interest to all of

us. I anticipate that his thoughts on these matters will eventually be communicated to everyone via policy releases.

Immediately after returning from Washington I was fortunate in being able to attend the operations meetings of all General Operations personnel held in Kansas City, Kansas, Minneapolis, St. Charles, Illinois, and Detroit. I hope that in the not too far distant future I will be able to visit each and every Flight Standards District Office. I enjoyed meeting the boys who were present at the operations meetings and look forward to greeting all of you of the Flight Standards Division at the earliest possible date.

Let me hasten at this point to add that while my interest in Flight Standards and its activities has been considerably sharpened of late, I definitely have not lost interest in the other segments of FAA and my many friends in those areas. I hope, in my travels around, to see many of you, and I would like to extend an invitation now to all when they visit the Regional Office to drop in and say hello.



PERSONNEL CHANGES

Robert V. Reynolds has been named to the post of Special Assistant to Deputy Administrator James T. Pyle. He succeeds John V. Tighe in this new assignment. Prior to this assignment Reynolds was Chief of Region 4's General Safety Division.

John V. "Jack" Tighe has been named as Special Assistant to the Administrator Quesada. Tighe formerly held the position of Special Assistant to Deputy Administrator

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THE BIG "M"

"M" is for Maintenance - it also stands for the "MAN" performing maintenance. It means that the man performing, inspecting and supervising maintenance is well qualified to do his job and has a high regard for safety and the results of his accomplishment.

Not so many years ago the average certificated mechanic could do his job, well, with the tools in his possession. He was working on airplanes of relatively simple design, the engines produced a comparatively low horsepower, the electrical system was 6, 12 or 24 volts, and hydraulic systems had a low operating pressure. He could install a sheet metal patch on airframe structure and a fabric patch on the control surfaces. All of the foregoing could be worked upon and allow minor imperfections without serious consequences.

These are the forerunners of our present day high speed, high flying aircraft. We sometimes refer to that era as "The glorious age in aviation."

Today the general mechanic, certificated or not, is like a fish out of water, if he has not been properly trained to perform the specialized maintenance functions on these airplanes.

Preparations are made to train the maintenance personnel how to service and maintain the new type equipment. Pursuing this problem further, one major air carrier has expended training of approximately one million (1,000,000) man hours in the classrooms and on-the-job over the period of a year.

At the same time the jet training in this region, while not quite as impressive in figures, has provided approximately 50,000 man hours of training at the Aeronautical Center and industry facilities. It is highly essential for our inspectors to be as well

qualified on the airplanes, engines, components, etc., as the air carrier personnel.

The same holds true for those inspectors who have private and corporate turbine and turbo prop aircraft under surveillance. As an example, there are several corporations operating or acquiring the Grumman Gulfstream, Fairchild Friendship and Convair Turbo prop aircraft. The inspector confronted with these airplanes should have some familiarity with the vehicle. To become familiar with it he must attend industry courses on the equipment and its many specialized systems.

This leads to the fact that today a maintenance man must acquire and maintain a high degree of technical skill and knowledge. He has definitely left the field of being qualified on the entire airplane. Today's jet powered airplane cannot be trusted to the bare working knowledge of an individual having a smattering of everything on the aircraft. The transition, while it is slow, inevitably leads to specialization. Specialization can only be accomplished through the coordinated efforts of a group of technicians who pool their skilled efforts to perform quality maintenance.

Quality maintenance is an absolute necessity to safety of flight. While there are many fail safe qualities built into the present aircraft, this is a factor that cannot be left to the fates to handle. The fail safe concept is only as good as the tender loving care put into it by the skilled technicians.

The proper performance of maintenance is also predicated upon the time allocated to service, repair and overhaul on the many systems of the airplane. The old formula of overhauling an airplane at its prescribed time, which meant being a "hangar queen" for about thirty (30) days had to be displaced for something more practical. The new concept is to service, inspect, and conduct overhaul, in specific

areas, at lesser intervals of flying time. Through this means the entire airplane receives a more comprehensive inspection and fewer long layovers for heavy overhaul.

So with the continuing advent of maintenance specialization and the more frequent inspection of the airplane we believe that safety of flight has been improved. It is more probable that you as a paying passenger on an airline, will receive more on-time service.

As someone has written, "The air, like the sea, is terribly unforgiving about mistakes."

NEWS IN BRIEF

From FSDO3-33, Kansas City, Kansas

H. B. Mitchell completed KC-135 School at Castle AFB, May 13.

G. A. Rhoades completed CV 340 School at Patuxent River, Maryland, May 11.

Lee Herron completed EE 2 Course at the Aeronautical Center, Oklahoma City, May 20.

Bud Shaw is in Seattle.

Porky Williams took his Navy Squadron on cruise in Africa and Europe during the month of April for two weeks.

Messrs. Canney, Williams and Nay were type rated in the Boeing 707 at TWA in April.

Mr. Robbins was type rated in the Convair 880 in April.

Porky Williams spent a week of May at Oklahoma City giving indoctrination lectures.

Russ Nay went cruising two weeks in June at Olathe.

Bob Bowman is at Ok City completing his indoctrination and flight course and should be back in the office soon and then is transferring to the R. O.

Wayne Canney and Cecil Robbins have been spending some time in the CV 880 at San Diego.

H. B. Mitchell is scheduled to go to CV 880 school at San Diego.

We have a new stenographer in our office, Mrs. Maxine Howe, replacing Miss Marjorie Rice, who transferred to the R. O.

Mr. Canney flew acceptance tests on TWA's CV 880 and returned from San Diego on it May 24.

Gael Rhoades has completed his indoctrination at Oklahoma City.

OPERATIONS

The newly reorganized Operations Branch of the Flight Standards Division stems from a long line of illustrious ancestors. Beginning with the Air Commerce Act of 1926, the first Aeronautical Inspectors were employed shortly after the enactment of this legislation and their first assignment was the certification of pilots, mechanics and aircraft. This was the Lindbergh Era and the first aviation boom was well under way. Our Aeronautical Inspector was a "jack of all trades" in those hectic days. Most segments of aviation were operating either uncertificated or unlicensed, and it took considerable ingenuity on his part to persuade pilots and mechanics to take the written and practical exams. Aircraft also had to be inspected, for once the pilot had a certificate, it became necessary that his aircraft also be certificated.

All of the rules and regulations that he operated by were contained in three small pamphlets with less than 35 pages each. These were known as Bulletins 7, 7A and 7H.

During the early thirties the Aeronautical Inspector continued as the "jack of all trades", doing all of the duties now being

accomplished by personnel in the four branches of the present Flight Standards Division. As the aviation industry prospered and expanded, the need for specialization arose and some of the inspectors branched out to become air carrier inspectors and/or flight test inspectors. District offices were few and far between, and Washington was the headquarters.

After the enactment of the Civil Aeronautics Act of 1938 there was a further trend toward specialization, although all inspectors were employed from the same Civil Service Register. It wasn't until 1949 that a separate register was set up for each specialty.

With the increase in General Aviation immediately prior to the war, the number of district offices for the General Inspection branch - as it was known then - was more than doubled. A further increase was made just after the war with the result that there are now 21 General Safety (F. S.) offices in this Region. Additional specialization within some of these districts has become necessary. While the basic title for all Inspectors is the same - Operations Inspector - in the larger offices there may be a specialist for business operations. This includes the broad category of executive aircraft and the air taxis. Many businesses operate aircraft for the transportation of their executives and personnel. Their fleets consist of the most modern jet powered aircraft, such as the Gulf Stream and the F-27, and the specialists must be familiar with these aircraft.

Aerial application has also become a major function in General Aviation and several inspectors have received extensive training and are utilized during the heavy crop control season. Accident investigation and prevention is another specialty that requires special training. Several inspectors have taken an 8-week course at the University of Southern California and are well

qualified to analyze the wreckage of an aircraft accident and arrive at a probable cause. The general district offices are still the Agency's front line in dealing with the general public. Their duties are so diverse that to list them would necessitate another article. Putting it rather broadly, their responsibilities extend to all phases of aviation other than the scheduled airlines and the large irregular or contract carriers.

The growth of the scheduled air carriers has also necessitated the expansion in the complement of the Air Carrier Operation inspectors. Originally these inspectors headquartered mainly at the Regional Office. During the early 40's among the first District Offices established were those at Kansas City, Chicago and Minneapolis. The staffing was limited as the activities of the airlines were severely curtailed during World War II. Immediately following the War, the big expansion began. The military released much of the equipment originally used by the airlines. In addition, the manufacturers were soon to release the first of the post war designs for newer, more powerful and much faster equipment. This equipment, starting with the DC-4, and continuing through the DC-6 and 7 along with the Convair 220, 330 and 440 Lockheed Constellations, and the Martin 202 and 404 brought with them many operational difficulties. These aircraft were designed and built under the new "T" category specifications and performance was measured not by the skill of the pilot as a pilot but by his ability to adhere to a flight manual. No longer was flying a "seat of the pants" operation. Inspectors were assigned to airlines, and District Offices were established at the headquarters of each airline. The assigned inspectors monitored the flight training programs, rode with the carriers during their regular runs and conducted many of the flight tests and 6 months' checks required by regulations.

The advent of the feeder or supplemental carriers also had their effect on the Air Carrier Districts. Additional offices were established at these airlines' headquarters. This expanded the number of ACSDOs from 3 to 6. The problems of these carriers were complex as there was no precedent for their type of operation. The release of surplus aircraft also brought its specialized problems. Most notable was the use of the C-46 by the non-scheduled or irregular air carriers. Enforcement of the safety regulations was extremely difficult and the promulgation of safety programs retarded due to the rapid shift of equipment and personnel from one company to another for economic reasons.

The arrival of the prop jet and the pure jet introduced entirely new operating principles, necessitating the use of airman certification specialists. These inspectors are specifically trained in one type of aircraft: Boeing 707, Convair 880, Douglas DC-8, and Lockheed 188, and are assigned to the carrier for the express purpose of monitoring the training program and conducting type rating flight tests. The increase in schedules and the popularity of the jets necessitated the employment of additional inspectors for the enroute checks, and other routine inspections.

After a separation for over twenty years (with one brief exception), all flight operations in both scheduled and general aviation has been brought under our administrative lead in the Regional Office. The Operations Branch of the Flight Standards Division now has operational control of all the flight safety functions formerly accomplished by both Divisions. The Branch has three Sections - Scheduled Operations Section, General Operations Section and the Business Operations Section - each responsible for its particular segment of aviation. The title for all of the Flight Inspectors are

again the same - Operations Inspector - and regardless what Section they are assigned their goals are the same. . . to maintain a safety program that will insure safe and efficient operations of all aircraft.

THE LATEST IN "PICK-UPS"

St. Louis leads again in the latest. The two whistle bait" gals (single, that is) in FSDO (Carol and Helen) were picked up by a wolf in a helicopter on their way home from work and taken for a ride over the countryside. They enjoyed it so much they are figuring a helicopter instead of a beat-up Ford would be the ideal way to get to and from work - especially if the pilot is such a dream of a guy.

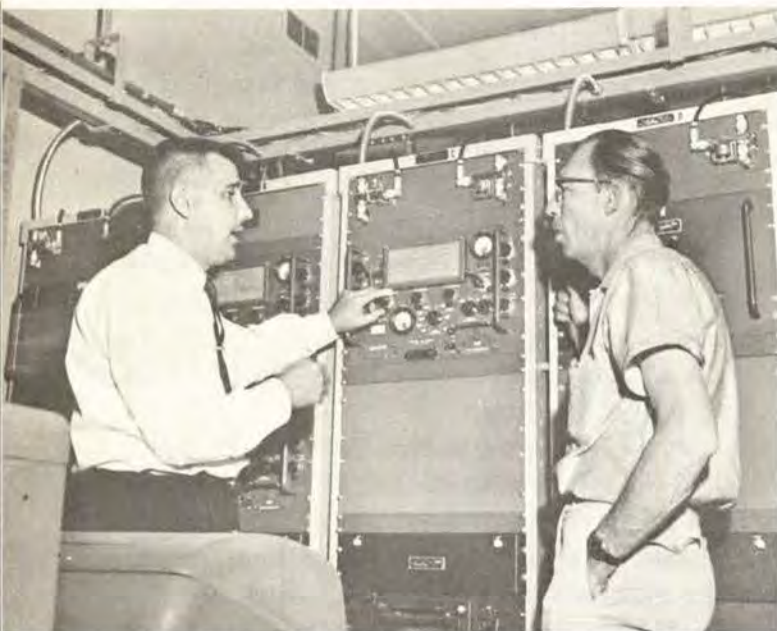
Here is one on Helen: The telephone rang and the gentleman wanted to talk to one of the Inspectors. Helen told him she only had a "Maintenance Man" in the office, to which the gent replied "Oh, I don't think he would be able to help me." Helen then explained he was a Maintenance Inspector so the caller then seemed satisfied and spoke to Inspector Becchetti. What a difference one little word makes!



Continued from page 7

James T. Pyle. Mr. Tighe, with 31 years in aviation, began his government service in 1936 and in taking this new position, succeeds J. Gordon Bennett who recently resigned to join American Airlines.

Recently appointed Bureau of Flight Standards Field Divisions Regional Chiefs in the other regions include Curtis A. McKay, Region 1; George S. Moore, Region 2; and Burleigh Putnam, Jr., Region 4. Of course Edward C. Marsh holds this position in our Region, as reported elsewhere in this issue.



Melvin E. Hoppock, Chief of the Installation Engineering Section, discussing the new equipment at Manhattan, Kansas, with Harry J. Johnson, Supervising Installation Technician.

E. J. Thomas on the right, Acting Chief of Personnel, pinned for 25 years of service, by our Assistant Regional Manager, Henry L. Newman.



Pleased as Punch! Our genial Regional Manager receives his 30-year Length-of-Service award from Beverly Polfer, specially chosen to do the honors.

Pleased with their new Station, we find Verne Scott and Bill Harrison, Flight Service Specialists, with their boss, H. W. Yount, at the new Manhattan Flight Service Station. The Flight Service Station at Butler has recently been remoted to Kansas City and their personnel have now set up housekeeping in Manhattan.





While rainy weather cancelled some of the outdoor games, the appetites were not dampened. Part of the few hundreds are shown above.

Who, me? Clyde Humphreys caught with a mouthful. Louis J. Robinson, Electronics Engineer, studiously studying his plate. Artie Marx completes the picture.

Assorted expressions on the faces of Marsha Zellmer, Marjorie Zellmer and guest Candy Cane - nevertheless seem to be enjoying themselves. Peeking up from the bottom is young Bruce Zellmer.



A helping hand. Erma Sittler assisting her young nephew Mike with the pop.





ELVIRA SAVAGE

There are a few really important events in the normal life. We normally measure such events as birth, marriage and children as some of these important happenings. High on the list of these important events is retirement after many years of service with one agency. By this article we wish to honor and briefly recognize Mrs. Elvira Savage for this important event in her life.

"Savage", as she is more commonly known to her host of friends, joined the former CAA in 1940 as a stenographer for Civilian Pilot Training. She remained with CPT, later called War Training Service, at Kansas City and Kirksville, Missouri until 1944. Her life has not been easy, raising three children after the sad loss of her husband prior to her CAA employment. However, over the years her many friends remember her mostly for her gay spirits and ready smile and laughter.

"Savage" has remained in the St. Louis General Safety District Office since 1944 and has seen many inspectors and supervisors come and go. These men are now scattered throughout the country and when-

ever there is a meeting or gathering of former St. Louis inspectors invariably there are many kind words about their mutual friend.

A review of her many performance ratings over the years reflects without exception outstanding performance in productivity, industry, cooperativeness and ability. In 1958 Elvira Savage was awarded the Meritorious Service Award for Government Employees, which is considered by CAA to be the second highest award possible under the Department of Commerce.

It is understood that her plans for retirement include moving to El Paso, Texas, to reside with her daughter and grandchildren. We all hope and pray that she may have a long and pleasant retirement and that there will be numerous occasions when she can return to visit with her many, many friends in Region 3 and the St. Louis area.



Flight Standards District Office (General), St. Louis.
Left to right, 1st row: Elvira Savage, Irene Moore, Helen O'Hare, Fred Becchetti; rear, William Schelb, Henry Hubble, Walter Cederlund and Tom Murphy.

FACILITIES & MATERIEL

FIELD DIVISION NO. 3

by Clyde W. Pace, Jr.

The above title and author's name have been the subjects of considerable questioning lately and to "lift the fog" so to speak, I am taking this earliest opportunity to explain both of them. To qualify on the subject of the Field Division, a recent trip to Washington was essential. To qualify on the author I need only to search my memory and say as little as I can.

The Field Division is the new element in the structure of the FAA organization. It is made up from the old ANF, Airports, and General Services Divisions largely, and emerges with four operating Branches, namely: Establishment, Materiel, Maintenance, and Airports. The Field Division Headquarters will be assisted by a Management Staff and a Technical Staff. The formulation of the Field Division and its components is now proceeding and is expected to be largely accomplished during July. The actual "kick-off" came following a Washington meeting during the week of June 13, when the Field Division Chiefs from all Regions and the Depot Manager from Oklahoma City sat down with Mr. Tippetts and his staff for some lengthy discussions.

These meetings gave clear cut lines of authority and responsibility. They necessarily involved considerable detail, and were very informative on such things as:

- (1) How the organization will function;
- (2) Who will go where from the present organization;
- (3) Why the new Field Division has been created;
- (4) How the status of an operating Division is now improved, though it may be called an operating Branch.
- (5) How the new organization is geared for growth, which is becoming a real problem.

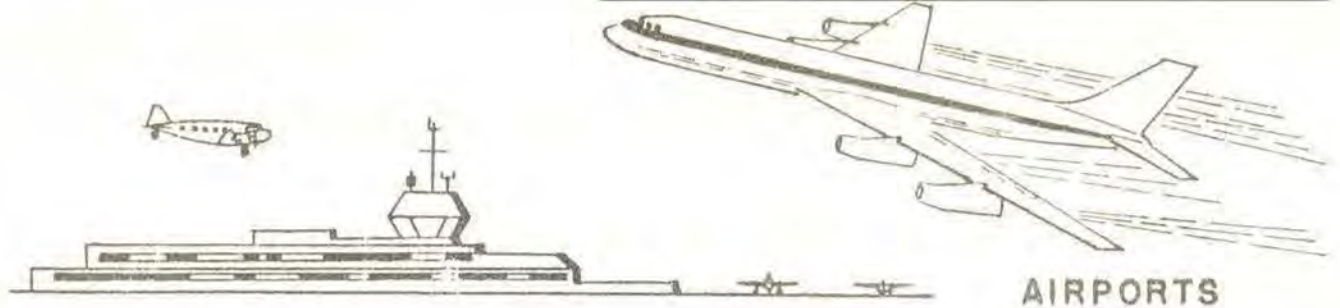
Several concepts of management were explained and from the discussions it was easy to see how it should work. The secret of making it work is, of course, a matter of the people who are called upon to serve in various capacities. In this regard we are singularly fortunate among Regions to have at hand persons who are extremely well qualified to act as Branch Chiefs during the formulation period. These persons are as follows:

1. C. G. Benzon, Establishment Branch;
2. B. G. Braithwaite, Material Branch;
3. W. L. Higgason, Maintenance Branch;
4. W. C. Knoepfle, Airports Branch.

As soon as staffing selections are made they will be announced through the Facilities and Materiel portions of FLIGHT LINES in order for the many readers to keep track of their friends who may be engaged in the current checker game of personnel placement from the previous Divisions into the operating Branches or on the staff of the Field Division.

The enthusiasm of the Washington staff was quite contagious and it was easily absorbed during the four-day meeting. This enthusiasm grows as one sees the Field Division emerge to become a significant contributor to the tasks assigned to the FAA. In my own case, it is a real privilege to work with the problems of bringing together a more effective and efficient group to meet the substantial problems of the future in the areas of Airports, Maintenance, Materiel and Establishment.

Upon returning to Kansas City, I have had the pleasure of meeting several of the persons with whom I expect frequent contacts, and I'm looking forward to meeting the rest of you as soon as possible.



AIRPORTS

FAAP NEWS from Lansing, Mich.

District #5

As evidence that the processing and completing of a Federal-aid project can be fun, as well as uncomplicated, we submit the following true story:

A few years ago, within two days after mailing of the letters of tentative allocation, a representative of the District office, together with a State Aeronautics official, visited a Sponsor to assist him in preparing project papers. The Sponsor in this case was a small community and the proposed project was the first at this location. The work programmed consisted of improving a secondary landing strip at this existing airport.

On approaching the airport (in a State-owned plane) the District representative noted that a bulldozer was doing some grading on the airport. He tried to blank out the thought that first came to his mind. After the usual introductions and preliminaries it was necessary to ask the question: "What was the bulldozer doing on the airport?" The reply received from the Chairman of the Sponsor's Committee was this:

"Day before yesterday we received a letter from Mr. Jurden, the Regional Administrator, requesting that immediate steps be taken to prepare the details of our project." Continuing, the Chairman stated "We called a meeting for that night and asked a contractor to be present. We told the contractor what we wanted to do and obtained an estimated cost. Since the price seemed reasonable we ordered him to start work the following morning."

After a long pause an explanation was made about the need for a Project Applica-

tion, plans, specifications, and other documents to obtain a Grant Offer. At the end of this explanation the Committee's Attorney turned to the Chairman and said: "Remember, I tried to explain to you fellows the other night that projects with the Federal Government were not quite as simple as this."

Later, after the meeting, when the District representative was talking to a Committee member and inquired as to why the Sponsor thought the Federal and State representatives had asked for the meeting, he said he supposed it was merely to bring the money to pay for the completion of the project and they had hoped the contractor would have the work completed by the time of the meeting.

SOCIETY NEWS

This office was recently all agog over the wedding of the newest member of the staff, Ed Thallman. Ed claims that MSU coeds did not measure up and so he returned to his home at Jackson, Michigan, to find his wife, Joan. The wedding included the works and so we were all impressed by the bride's and bridesmaids' gowns and Ed's striped pants.

BAD NEWS

Our District may well be on the way to achieving the dubious honor of becoming the champion on "Public Hearings". One down and two possibilities.

NEWS?

Incidentally, while we have not worked with an Indian tribe as an airport Sponsor yet, we have had to deal with aboriginal antiquities.

Lindell D. Hale, DAE. After graduation from Purdue University in 1931 Lindell returned to his home town of Kokomo, Indiana where he served as Deputy County Engineer and later as City Engineer. In 1943 he joined the CAA and worked with the old Airways Engineering Branch. He transferred to Airports in 1946 and except for one year with Abrams Aerial Survey Corporation (1953 RIF) has been in this District Office.

Lindell's family consists of one wife, Wilma, one married daughter, one son in Michigan State University, and one Basset Hound, Murphy. He (Lindell, not Murphy) is a Registered Professional Engineer in Indiana and Michigan.

Hobbies consist of a little fishing, a little hunting, but mostly a firm determination to avoid hobbies. He lays claim to being an experienced planner of church buildings and home remodeling projects.

Rolland A. Heim, Airport Engineer. Rollie is a native of Michigan (how'd he get in this office?) and a product of the Michigan State University Engineering School. Prior to graduation there he had spent several years deciding the life of a shoe merchant was not for him, and as an Air Force pilot in World War II.

Before joining CAA in 1956 Rollie worked for the Michigan State Highway Department in bridge design and construction.

Being our only licensed pilot at this time, he enjoys an occasional flight to some of our remote locations. He golfs enthusiastically but not well. His wife and three children, the youngest a female of five months, demand the balance of his time, to which he offers no objection whatever.

Ray Hendrix, Airport Engineer. After early days in St. Joseph, Missouri, Ray was brought up in Gary, Indiana. He has been known to say that he spent 3-1/2 delightful years in the Air Force in World War II touring England and France.

Graduation from Purdue led to 7 years in the Arizona sun with the Bureau of Reclamation and State Highway Department. Registered engineer in Arizona. Later expanded experience with return to Indiana and their State Highway Department, then joined this office in 1958. Ray moved from the warm climate of Arizona to two unusual "cool" years in Michigan. He should be able to venture out of doors without his overcoat shortly.

Family: Wife, Betty, X years of age, son John 13, and son Bob 10.

Ray is quite an inventor, just ask to see his croquet-type putter. Hobbies include bowling, golf, and repairing lawn mowers.

Larry P. Reilly, Airport Engineer. Born in Illinois, got a BSCE at Marquette University, Milwaukee. Served time in both the Wisconsin and Minnesota Highway Departments, and a three year hitch with the Seabees during World War II. He joined CAA in 1946 with the District Office in Indianapolis. With the reorganization in 1953 he transferred to the District Office in Lansing but the Hoosiers still cry for Larry when they need help.

Larry has two loves, The Harp, and fishing. "The Harp" refers to wife Helen. Other hobbies are not smoking, not drinking, and not catching fish. His current major project (for the past six years) is the construction of a lakefront cottage and bont house for his fleet.

Lloyd A. Smith, Airport Engineer. Smitty was raised in the little town of Fenimore, Wisconsin. After serving as an Aerial Gunner in the Eighth Air Force during World War II he attended, and graduated from, the Missouri School of Mines and Metallurgy, Rolla, Missouri, class of 1950, and for the next eight years he worked in the Bauxite Mines in Arkansas and the coal fields in Illinois. At times Lloyd still works with his hat on - this, we believe, is a

carry-over from his mining days.

Smitty joined CAA (FAA) in October of 1958. His family consists of his wife, Marilyn, and two small fry, Ross and Martha. When not enjoying his favorite pastime of doing nothing he likes to golf, fish, bowl, and play bridge.

E. J. Thallmann, Airport Engineer, the newest member of our group, was pushed into the cold cruel world in 1956 on the toe of the University of Michigan engineering school. Although this is taken with rather



Lindell D. Hale, DAE

The gang from Lansing,

Michigan, ADO #5



James Waedekin



Bernice Francis



E. J. Thallman



Rolland A. Heim



Larry P. Reilly



Ray Hendrix



Lloyd A. Smith



Gerald Trout

cool indifference in the Lansing area it is, nonetheless, a source of controversy with Ed. He is also an ex-moderately capable athlete who is restricted now by an over-active appetite and a slight case of creeping paralysis, to golf and an occasional mad fling at hand-ball.

Ed has had various experiences since graduating from college, including some in the engineering field such as plant engineering (responsible for maintenance and installation of machinery and buildings in an industrial plant), structural engineering (responsible for design of portions of structures in a power plant), construction engineering (responsible for layout and supervision on a building project), and a sojourn in the U. S. Navy (not responsible).

However, the cumulative total of the above years add up - four weeks ago Ed was drawn into the melee which epitomizes man's constant struggle for his very existence. He was married and to a very lovely woman, I might add.

Gerald Trout, Airport Engineer. Jerry spent his boyhood in Princeton, Indiana. He graduated from Michigan State University in 1952 and went into the Air Force as a Lieutenant upon graduation. His job was the construction of airports in California, Korea, and Cape Cod.

Later Jerry worked with the Michigan State Highway Department. He joined FAA in 1956. He became a Registered Professional Engineer (Michigan) that same year.

Jerry loves construction so much that he built his own home and hopes to do it again sometime if he can sell his wife on the idea. He spends much of his time (working, of course) traveling about the Water Wonderland of Michigan but so far has not found a collapsible fishing rod that will fit in his briefcase.

He has a wife, Caroline, and a year-old son, Michael. His hobbies are hunting, fish-

ing, finding natural scenic subject material to photograph, and is an avid (and slightly chagrined) Michigan State football fan.

James Waedekin, Deputy DAE. Jim is a native of the home town of the Braves and the City "Made Famous by _____". He joined the FAA after several years with private industry and is about to become a member of the 20 year club.

After serving his apprenticeship in Washington, he transferred to Chicago where he worked on DCLA and DLAND projects. In 1946 he joined the Airports Branch. Jim is an adept speaker and a Registered Engineer in Illinois.

Jim and his wife, Lorrie, are avid golf enthusiasts and never miss an MSU home football game.

Bernice Francis, Secretary. The wizard with the Stenotype and typewriter was born in Michigan (we think). When asked for the date, she said, yes, she was born.

Bernice is quite a traveler and comes home loaded with pictures. She's been to Cuba, Mexico, and in most of the United States. We remember that she is intimately acquainted with the baggage rooms at the Miami Airport as she spent three enjoyable (?) days searching and waiting for her luggage to follow her from Cuba to Miami. Then came the Revolution, the Cuban, that is. Ever since then Bernice has been an advocate of flying - with hand luggage.

She admits to adoring her four grandchildren but does not answer when we call her "Grandma". An avid gardener, she'll match you flower for flower and we're delighted with her hobby as the flowers do brighten the office.

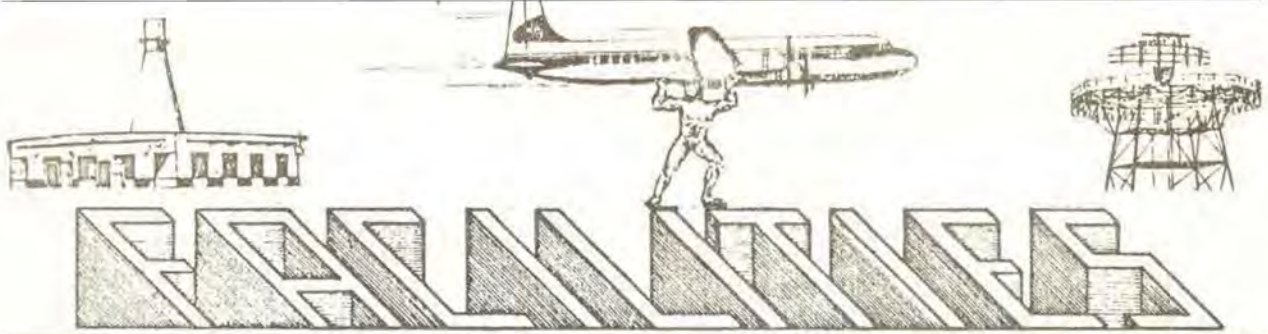
Bernice spent several years with the War Department and we were lucky enough to have her join this office when it was organized in 1946.



Airports District Office Staff (#4) at Chicago, Illinois. Seated left to right: Sandy L. Buis and Eunice H. West. Standing: M. J. Fischer, W. G. Hoffman, G. P. Grote, F. D. Bellamy and J. A. Timmons.



W. L. Gillette brought us the above photograph which is presently displayed on the Court House lawn at Lafayette, Indiana and represents U. S. First Official Air-Mail dispatch - although it ended up going by train.



FOLKS, FACTS AND FACILITIES

Raymond E. Baldridge, former Electronic Installation Area Supervisor, headquartered in St. Louis, has accepted an assignment in Cairo, Egypt. Baldy spent a few days in Kansas City prior to his departure swapping his topcoat and snowshoes for a camel saddle and sunglasses. Good luck, Ray, let us hear from you.

William R. Ramsey is now NAVIDS ILS Group Chief, replacing his brother James L. Ramsey who transferred to Maintenance Engineering Branch.

Electronics Engineering Branch has the following four new engineers in the office from the field: Larry Jones, William P. Watson, Tommie S. Plummer and Ramon D. Belshe.

Clyde J. Humphreys graduated from the Management Trainee Course on June 11. Congratulations, Clyde - we are glad to have you back in the Section.

Harry T. Bell, Chief of the Technical Section, Maintenance Engineering Branch, is spending a month or so in St. Louis. He is a part of a task force composed of Representatives from all the Regions and Washington, investigating property and supply problems in FAA Field Offices.

Catherine Shonkwiler, Secretary in the Technical Section, spent a few days in Ft. Worth, Texas, as delegate to the International Toastmistress' Regional meeting. While there she met Messrs. Heber and Bessemer from the Ft. Worth FAA office, who were judges of the International Toastmistress' Speech Contest.

At the June 16 meeting of the Kansas City Farmers Toastmistress Club Artie Marx

was elected President and Catherine Shonkwiler, Vice-President.

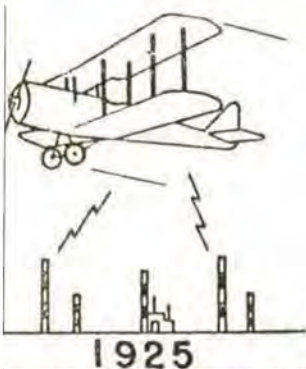
We packed up both Mr. Turpin, Chief, Manpower and Training Staff, Maintenance, and the ANF FY 1961 Budget and sent them to Washington on June 13. Due to the bulk of the budget material there was some discussion as to whether we should send Mr. Turpin by Air Mail and the budget by air coach or vice versa. We finally decided to use family rates and have the budget occupy one seat and Mr. Turpin the other. Seriously, we think our budget discussions are in very capable hands and a final approval should be forthcoming soon.

Gary Twedt of KC-677 is the proud owner, that is, he is making payments, on a 16-foot 70 horsepower boat. If the activities of the last few days are an indication, Gary will have a full summer.

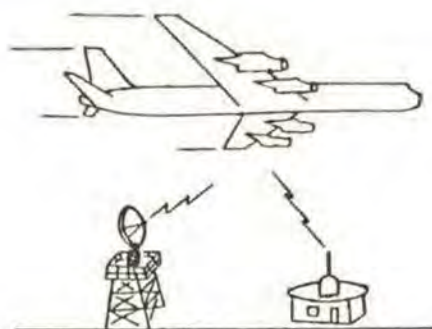
Dorothy Trusevitch, former secretary in the Maintenance Engineering Branch, has moved with her husband and twin daughters to Milwaukee, Wisconsin, where Ted will intern for one year. Ted graduated this June from the Kansas City School of Osteopathy. We will miss Dorothy's smiling face and especially the visits to the office with her two little daughters.

Alice Brown of KC-660 took advantage of Mr. Kriske's offer to fly to Wichita. Alice had a fine visit with her sister, who was real surprised at her flying into Wichita.

Henry E. Williams - known as "Hank" - usually attends one ball game per season at the Ball Park. It has come up for the last two years now, that the night he attends THE A'S WIN! Let's circulate a petition which says "HANK - LET'S SEE YOU ATTEND MORE BALL GAMES!"



1925



1960



TOMORROW

AIR TRAFFIC MANAGEMENT

*"FAA's MOST
CHALLENGING
MISSION"*

This month's ATM Division contribution to **FLIGHT LINES** is being written on July 1, the beginning of the new Fiscal Year, 1961, so perhaps we should start off with a "Happy New Year" greeting. Like any 12 month period that has gone into the record books, whether it be counted on a calendar or a fiscal basis, FY 1960, just ended, has recorded a lot of activities and changes that have occurred in our specific area of jurisdiction and responsibility, and more are to come during the new Fiscal Year just beginning.

The books show that we closed out FY 1960 with 3,259 ATM personnel in Region 3. As a matter of comparison, one year ago, at the close of FY 1959, we had 3,210 people. This represents a continued growth factor in our organization. However, we like to feel that our growth is not measured solely by the numbers of people assigned to the many and varied ATM functions and duties in the Regional Office and field facilities, but also by the increased and more efficient services rendered to the aeronautical public the FAA serves. This is the true measure of our growth and the one which gives the taxpayer something in return for his \$\$\$\$. We believe that a review of the activities and accomplishments of the ATM Division organization and the field facilities that make up the Third Region family will indicate that we have made both growth and progress in the right direction during the 12 month fiscal year period just ended. Our concerted efforts should be directed toward improving this record as much as possible during the new year beginning today.

OPERATION "STRAIGHT LINE"

We mentioned in the May issue that the Cleveland Area test operation of the "Straight Line" Area Office concept was to be completed May 26, and an evaluation of the test program conducted, after which the recommendations of the BATM and other Washington Office segments concerned would be submitted to the Administrator for approval to implement this program in each Region. This has now been done and the proposal submitted by BATM calls for initially establishing one Area Office in each of the four continental U. S. Regions during FY1961, together with the general "ground rules" for the administration and operation of these offices, based on the evaluation and analysis of the Cleveland test project recently completed.

The locations where Area Offices are proposed: Region 1, Cleveland; Region 2, Atlanta; Region 3, Indianapolis; Region 4, Oakland. As already stated, this proposal by BATM has been submitted to the Administrator for approval and until this action has been completed we will not know if the plan will be adopted, what changes, if any, will be involved, or on what specific date we can expect implementation authorization.

More information will follow on this program as soon as specific details are received from the Washington Office.

CENTER CHIEFS CONFERENCE

The six ARTC Center Chiefs just completed a three day conference at the Regional Office on June 30, during which some specific problems which are of major interest and concern to Centers were reviewed

with various Division office people. Some of the principal subjects discussed were overtime, staffing, training, civil jet flight following/advisory program and various operational problems.

NOTE:

This was as near as we could come to holding a Facility Chiefs Conference this past year (FY1960), since tentative arrangements we had programmed for a Center-Tower-CS/T Chiefs Conference during the third or fourth quarter had to be cancelled due to manpower shortages in the various Branches, as the result of people on special assignment details, position vacancies unfilled because of impending ATM Division reorganization changes, and transfers of personnel.

As you will recall, a FSS Chiefs Conference was held last year. We will endeavor to hold one or more conferences of specific groups of Facility Chiefs during FY 1961, conditions permitting.

Region 1 FACILITY CHIEFS CONFERENCE

The writer and Lyle Brown, Air Traffic Supervisor/Indianapolis, attended the First Region's ATM Facility Chiefs Conference, held at Boston, June 20-24, at the Kenmore Hotel. It was a well planned and well conducted conference, attended by all Region 1 Center, Tower, CS/T, RAPCON/RATCC, and FSS Chiefs, some 125 in number.

Both "split" and joint meetings were held, with the former covering specialized agenda items that were of primary interest and concern to the particular category of facility involved. One day was designated as "Industry Day", and the entire program for the day was devoted to presentations made by representatives of ATA, ALPA, AOPA, NBAA, Air Force, Navy, and NAFEC/BRAD to the joint group of Facility Chiefs.

Additionally, electronic equipment manufacturers who are participating in FAA contracts under the Bureau of Research &

Development for design and production of equipment programmed for use in the air traffic control system had a number of interesting displays installed in the lobby.

The First Region can take credit for an excellent conference that was interesting and well managed throughout.

In addition to Lyle Brown and myself, there were two representatives from Regions 2 and 4, plus several representatives from the various BATM Divisions of the Washington Office, in attendance during all, or a part, of this 5 day conference. It was interesting to note that, for the most part, the problems of ATM in Region 1 are much like those in Region 3, and, except for the place names of facilities involved, are generally identical. However, there are many differences in the way we individually do things and it is always worthwhile to compare methods and procedures, since it is often possible to find that another Region or a facility has a new or better way of doing a particular job or handling a problem. The opportunity to exchange and compare ideas with others in the same business is always beneficial.

Last, but not least, Boston has excellent seafood!

COMMENDATIONS

It is always nice to receive letters, or have copies of letters received by field facilities forwarded to us, that compliment our people in the field for a job well done. This does not bring any of us a monetary reward, but the recognition given by a pilot or other individual to the efforts of an ATM facility to provide service to a pilot or user agency certainly gives each of us satisfaction in knowing that our individual and collective efforts to do a job are not always unnoticed and unappreciated, despite some indications to the contrary in certain instances.

Two recent examples:

ALEXANDRIA FSS received a letter of appreciation from Mr. Gene Miller, President of Minnesota Flying Farmers, for the extra effort and services provided during the Region 5 Flying Farmers Convention held at AXN April 30-May 1.

The Station Chief, R. J. Huhn, attended the banquet program on April 30, at which Max Conrad was the principal speaker. State Representative Delbert Anderson, the MC., introduced the Station Chief to the group of more than 100 Flying Farmers in attendance.

INDIANAPOLIS ARTC CENTER received a "satisfied customer" letter which we are quoting, since it gives ample evidence that the quality and type of service we render to pilots is thoroughly evaluated, in this instance on the plus side:

"On Friday night, May 6, 1960, I was Captain on TWA Flight 340, STL-YIP.

"I believe the Controller who was working our flight will only have to remember the night, and he will remember how severe the weather was. I am not going into too much detail, but I do want to say that without the help of the Radar Controller, we on TWA 340 would without a doubt have had a very nasty ride.

"This type of work put out by such men as yourself too often goes down as a matter of routine. I believe you are entitled to unlimited praise and I, for one, like to see you get it. It proves there must be this type of work produced and the cooperation of many people on nights like we had in order to effect a safe and efficient airline operation.

"My thanks to you and all the people concerned, including IND Tower, for cooperating in our low altitude assignment.

"Please feel free to reproduce this letter and pass it on to anyone you wish. I believe I am stating the feelings of many pilots, who like myself too often take things for granted

rather than sitting down and writing a letter and saying 'Thanks for a job well done.'

With deepest respect,
s/B. B. Runkle
TWA Captain"

To show the fine cooperation between our facilities we now cite a case resulting in the save of an aircraft.

CHICAGO O'HARE TOWER

On May 26, Comanche 6375P enroute VFR from Dixon, Ill., to CGX became lost at approximately 1425Z and reported low on fuel. CGX TWR reported this to ORD TWR, and was requested to give the aircraft a turn from the pilot's reported heading of 360° for radar identification. Due to inability to positively identify the aircraft with the turn, ORD requested CGX to change the aircraft to 121.5mc and a VHF/DF bearing of 050° from ORD was obtained.

The pilot declared an emergency, unsure of position, extremely low on fuel, with gauges reading empty. ORD TWR established radar contact 4 miles east of NBU, vectored 75P into position for landing at NBU at 1433Z. ORD TWR personnel participating: C. W. Anderson, radar vector; J. M. Edleman relayed VHF/DF bearings; K. M. Lindquist coordinated with NBU TWR.

INDIANAPOLIS ACTIVITIES

You will note that this issue of FLIGHT LINES features the activities of IND FSS, together with IND TWR, during the famous annual event, the 500 mile auto race on Memorial Day. Our thanks to Marshall Benedict for his coverage of this event and the feature article and pictures which highlight our facilities. Congratulations to IND ATM personnel for another job well done.

FOREIGN CORRESPONDENTS

We have received no word from Tad Matucha, in Pakistan, on his tiger hunt in India during the month of May. Lacking any report from him, we are really wondering how it came out!

VISITS

Since the May issue went to press, the writer visited the following locations and facilities: Vichy FSS, Manhattan FSS, Minneapolis TWR and FSS, Bunker Hill AFB, Champaign CS/T, Wichita TWR, RAPCON and FSS, Indianapolis FSS, TWR and Center, Ft. Wayne CS/T. In connection with the trip to Boston to attend the Region 1 ATM Facility Chiefs Conference, June 19-25, visits were also made to Elmira, N. Y. FSS and TWR, Boston FSS, TWR, and Center. Contacts were made with 20 FSS, 2 TWRS and 3 Centers in Region 1 during the trip to BOS and return to MKC, so we had the opportunity to use and observe the various in-flight and pre-flight services rendered by a good cross section of their facilities, including radar traffic advisory.

The type and quality of ATM services were uniformly good throughout the route in both Regions 1 and 3.

DRAMA IN THE CLOUDS

Through the combined effort of the FAA tower personnel at Chicago's Midway Airport and the responsive crew of a TWA Connie just departing from MDW, a private pilot and his passenger probably owe their lives.

Seems that a Bonanza with 2 aboard recently got itself lost over Lake Michigan and the pilot, without adequate instrument ability to get down safely, asked for help. Contacting the MDW tower, the aircraft was picked up on radar and with some fine coordination, TWA flight 546, just departing Midway, was vectored to the Bonanza. Clyde Denham, FAA watch supervisor, was able to get the aircraft together, and providing the two aircraft with a separate radio frequency for communication, they began to find a VFR airport to land. At first it looked as if Morris, Ill. would be suitable but before the two planes could get there, it

too went on instruments and the TWA Connie, followed closely by the Bonanza, then made an approach to Joliet Airport, where the Bonanza landed, with only 10 gallons of fuel remaining.

Passengers aboard the TWA Connie were treated to an hour and 41 minutes of first hand drama as the Captain of the airliner skilfully brought the Bonanza down through the soup. Thanks to the FAA's radar and to the TWA flight in the area, this story has a happy ending and the pilot of the Bonanza, an undertaker by profession, lives to learn.

AIR TRAFFIC CONTROL ENVIRONMENT STUDY PLANNED BY FAA

Volunteers from among the FAA's 17,000 air traffic control and communications personnel will participate in an extensive research program into the many and complex factors affecting employees working in an air traffic control environment. The ultimate objective of one of the most challenging research programs undertaken to date by the FAA is to obtain clear cut medical data concerning the environmental stress factors relating to controllers working conditions. Resulting data will provide basis for establishing hours of work shifts and shift rotation and retirement policies.

FAA TAKES ACTION AGAINST 7 AIRLINE PASSENGERS IN DRINKING VIOLATION

The FAA has initiated action against seven airline passengers charged with violating the regulation prohibiting drinking from private liquor supplies. The incident occurred aboard a NY to Montreal scheduled airline flight turning the passenger cabin into a shambles. This is the first violation of the regulation which has come to the Agency's attention since it was issued in March of this year.



I. D. CARDS BY THE YARD

The old saw about "all things come to him who waits" certainly applies to the new FAA Identification Cards. The photos above give some idea of the size of the project, although all those cards are for only a portion of one Regional Office division. In the picture Mrs. Irene Trabon, right, is feeding the cards into a continuous flow laminating machine while Mrs. Dorothy Lockhart and A. L. Lorenz, KC-20, examine the finished product. Mrs. Trabon and Mrs. Lockhart, temporary employees hired for the project, did the typing, pasting of photos and laminating of over 5000 cards in two months.

Mrs. Virginia Pennington, KC-20, in photo at right above, took care of the incoming applications, all that registered



mail and the receipts for the cards. Mrs. Lola Wade, KC-100, was in charge of mailing out the Identification Cards, first for signature, and then the final product.

All in all, the production line operation moved along smoothly considering how many applications, cards, pictures and receipts were involved. Four separate handlings were required for each card issued. Even with all these operations, so far we have not heard of anyone receiving a card with the wrong picture on it.

It's too bad marital status wasn't included among the vital statistics on the applications. With the large number of handsome men and beautiful girls in the Region the Security Office, which now has custody of all those duplicate pictures, could run a date and marriage bureau on the side.

THE COST OF CREDIT

When you borrow, you "rent" somebody else's money and if your choice of lenders is a wise one, you will pay a fair charge - or fee - or interest - for the use of that money.

The "rate" of borrowing from commercial sources is often increased by various charges such as service charges, refinanc-

ing costs, late payment charges, and insurance. These cannot be claimed as interest on your Income Tax statement, so are not deductible.

Are YOU paying too much for Credit? If so, you are not using your Credit Union.

The cost of your Credit Union Loan can stand the most critical comparison. You pay each time on the unpaid balance (1% per month on the unpaid balance on loans of

Cont. on page 26

ON WINGS OF WORDS

The noted aviation writer and lecturer, Martin Caidin of New York City, is on a 60-day flying trip across the United States gathering material for two new books.

Traveling with Caidin, in their Beechcraft Debonair is photographer James Yarnell, of the Beechcraft Corp. in Wichita. Caidin, one of the nation's foremost writers of civil aviation, military science and astronautics, will visit a number of FAA facilities in his search for information.

The second of two books will deal primarily with the cross-country flight itself, which Caidin describes as a practical demonstration of precision private flying by non-professional pilots. Both Caidin and Yarnell are licensed pilots.

FAA facilities throughout the region have been alerted regarding the author-photographer's flight and asked to provide any assistance possible to this team. Caidin



plans to relate a detailed, behind-the-scenes account of the vast electronic and mechanical network of communication and navigation systems that span the U. S. for the benefit of all users of the airspace.

Caidin's latest book, "Let's Go Flying" went into its second printing less than six weeks after its release.

Cont. from page 25

\$300 and under and 3/4% per month on loans above \$300, which are secured or co-signor loans).

One of the great values of a Credit Union loan is the loan insurance with no additional cost to the borrower. The family, or the co-signors (if any), will not have to pay the loan in case of the death of the borrower.

THIS is a daily occurrence with Credit Union Members: they see some new furniture and decide to buy it. It is going to cost \$500.00 and the salesman fixes the papers for financing - 24 months at \$28.15 per month. They are paying \$175.60 financing charges. The CREDIT UNION COST would be \$46.88, a saving of \$128.52 in two years.

Can YOU afford financing outside your Credit Union? You owe it to yourself to ALWAYS check with your Credit Union before you borrow money or make a "financed" purchase.

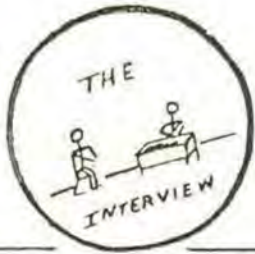
The K. C. NFFE Credit Union, 1011 Federal Office Building, 911 Walnut, Kansas City, Mo., has FAA members over the 11 states of Region 3 and some who are overseas.

A check for \$5.00 and the 25¢ membership fee makes you a shareholder in a two and one-half million dollar corporation, YOUR CREDIT UNION.

Adding regularly each month to your share account can soon make a very satisfactory savings account with interest paid after the end of each September. You also have the benefit of life insurance on your shares.

YOUR CREDIT UNION is always ready to serve YOU.





PERSONNEL HI-LITES

TRAINING BRANCH

Employee Development Officers Cleo A. Brock and Bernard M. Anderson conducted the eleventh 40-hour Management Course for Supervisors this year at Wichita, Kansas, Municipal Airport the week of May 23, 1960.

The following completed the 5-day course:

Dale A. Miller, AEDO #43
Denzel R. Begley, ATDO #4
John J. Whitright, ATDO #4
John E. Ambler, ATFO 94
Harry M. Bolsinger, ATFO 96
Claude L. Moore, ATFO 37
Wayne L. Besch, ATFO 16
John K. Kennedy, ATFO 74
Warren P. Hurst, Wichita FSS
Kenneth G. Fahrenbruch, Wichita RAPCON
Paul H. Messner, Wichita RAPCON

MAKE YOUR REPORTS CLEAR AND CONCISE

Report writing is a skill that can be learned, not a talent that is inborn. If you are dissatisfied with the reports you send and receive, you don't have to shrug them off as one of the crosses that supervision bears. You can improve. First, determine the reasons that reports seem too long, too hard to read, and too rambling in approach to the subject.

Keep asking yourself the question, "What one thing above all else do I hope to accomplish with this report?" This question will then act as your mental screen through which every statement that does down on paper will have to pass. If the tentative sentence or paragraph does not make it seem more likely that the report's objective will be reached, then leave that sentence or paragraph out.

A properly written report is one which contains all necessary information but no unnecessary details. It is one which not only makes its point, but also leaves no doubt whatsoever as to what that point is. It is one, in short, which does what it sets out to do. . . .

One commonly used pattern helps some writers to reach the objectives of their reports by making it easy for the reader to follow. It looks something like this:

1. State the subject first. Your busy executive will appreciate this. If the subject happens to be one in which some other person or area is primarily interested, he can immediately forward it. This saves time for him and helps you by making quicker action possible. Even if the boss doesn't plan to forward your report, stating the subject first still allows him to make a quick decision as to whether the subject needs immediate attention.
2. Set your conclusions or recommendations clearly apart from the body of the report. This may be at the very beginning - again as a help to the busy executive - or at the end, following the facts or opinions on which you base your conclusions or recommendations.
3. State the facts clearly and simply. Keep in mind the importance of language. This usually, but not necessarily, means avoiding long, involved sentences. It also means using active rather than passive verbs. . . .
4. Put detailed figures, tables, graphs, etc., in a supplement. This saves the time of the reader who may not wish to interrupt the continuity of his thought at this point to examine your figures.
5. Be brief, but complete. Obviously there is no given length that is ideal for all reports.

LOTS OF SERVICE

Throughout Region 3 some 1392 of our gang are sporting new Length-of-Service Award Pins, especially designed for the FAA. Ceremonies large and small were organized in FAA cities to provide the proper atmosphere and recognition for many years of faithful service. Award pins were given to all those completing 40, 35, 30, 25, 20 and 15 years of civil service.

Senior members in Region 3 are Harold J. Burhop, Harris T. Bell, Merlin J. Cone and Roy P. Bowers, all of whom received 40-year pins.

Here's how it went. Moline, Ill., ganged up with the Quad City Airmen's Club for a joint-venture. Saginaw, Mich., held a luncheon at TriCity Airport for their five. At Fargo, N. D., the presentation took place at the Fargo-Moorhead Federal Council bi-monthly luncheon with 60 attending. St. Joseph, Mo., held a "Dutch" luncheon with hizzonor Mayor Meers doing the honors. Twenty-seven attended the luncheon at Ottumwa, Iowa, with City Manager Frank Lawler making the presentations. Seven pins were presented at Eau Claire, Wis., for 145 years of work.

At Terre Haute, Ind., the Airport Supt. Mr. Griffith provided the office and the President of the Terre Haute Board of Aviation Commissioners, Raymond Thomas made the 5 awards. Out at Dodge City, Kas., no Marshal Dillon, but Mayor Reese held forth in the Administration Building lobby awarding 3 pins. At Chadron, Nebr., it was a family affair, with airport manager Peep making the 2 presentations. A busy workload at Columbia, Mo. resulted in an informal ceremony there for the 7 recipients. An informal affair was the style at Peoria, Ill. with a get-together planned for later on.

Wausau, Wis. reported theirs as a "short ceremony" without any fanfare or publicity

for their award winners. Sault Ste. Marie, Mich. reports giving out 2-20's and 2-15's. Imperial, Nebr. held their diggins at the local Lions Club regular meeting. It was ladies' night and about 80 people witnessed the presentation.

At Lafayette, Ind., the news photographers flash of the ceremony was the highlight of the award ceremony honoring 4 employees. Muskegon, Mich., turned out 35 fellow workers, families and friends at the Pontaluna Country Club for a "Dutch lunch" affair with presentations made by Mr. Larnard, Jr., Sec'y Airport Board of Trustees. Airport Mgr. Jack Hakes spoke to the group.

Mason City, Iowa, had a dinner attended by the Mayor, police chief, fire chief, airport commissioner, Chamber of Commerce, with the airport manager doing the honors. South Bend, Ind. held theirs at a noon meeting in the airport terminal building with aviation editor George Scheuer, South Bend Tribune as the speaker.

Jackson, Mich., personnel took advantage of their dinner ceremony to follow the presentations with a film on SAGE. Airport manager Weisbaum did the honors and the Detroit Air Force Sector at Battle Creek showed the film. Grand Island, Nebr.'s original plan fell through but the pins were all distributed nevertheless. Better luck next time. Pellston, Mich., did theirs at a dinner ceremony with Chairman of the County Airport Committee, Robert Greenwell, doing the honors. Grand Rapids, Mich. combined their awards ceremony with an airport open house for the benefit of the general public. In Salina, Kansas, the luncheon affair was well represented by local civic officials with Mayor Ramsey making the awards. Eight FAA'ers representing 135 years of service received awards at the Rochester, Minn. airport ceremony.

LENGTH - OF - SERVICE AWARDS



Detroit, Michigan



Lansing, Mich.



Detroit, Michigan



West Lafayette, Ind.



Pierre, S.D.



Springfield, Ill.



Kansas City, Mo.



Kansas City, Mo.



Lincoln, Nebr.



Kansas City, Mo.



Gladwin, Mich.



St. Louis, Mo.

Some forty people turned out at Sioux City, Iowa, to witness the award ceremony where airport manager Dick Wolf made the presentations. Another "Dutch lunch", this time at Huron, S. D., marked the ceremony headed by Mayor Denison presenting the 3 awards. Rapid City, S. D., held their ceremony in the local GSDO with the Airport Manager lending a hand the dignity to the occasion. In Lamoni, Iowa, they went to the local High School for the ceremony with Supt. of Schools Dr. Armstrong as M. C. and Mayor Nichols awarding the pins. Jack Mills was principal speaker at the affair attended by local pilots as well as FAA'ers.

Scottsbluff, Nebr. held their ceremony at noon with facility chief John Reed doing the honors. At Philip, S. D., one 15 year pin was the whole show as reported in the local weekly. Green Bay, Wis., awarded seven pins, including a 30 year one to Henry Garsombke. At Butler, Mo. they killed 2 birds with one deal. A combined Rotary/Lions meeting honored our personnel and said farewell as they transfer to Manhattan, Kansas.

FAA'ers at Watertown, S. D., got together for a picnic, along with other aviation personnel and held their pinnings out in the open, complete with horseshoe pitching. Local officials of the Chamber of Commerce, Kiwanis and others at Russell, Kans. turned out to applaud as Mayor Dawson made the presentations. The Farmington, Mo. personnel had just moved to Cape Girardeau in time to be honored guests at a Chamber of Commerce Aviation dinner where they received their pins. Duluth, Minn. personnel called on their mayor E. Clifford Mork, who did the honors in the tower cab, since seven of the nine controllers received awards.

Vandalia, Ill. civic leaders turned out to assist in the "Dutch lunch" deal there complete with speeches. Joliet, Ill. personnel received their awards at the Chicago affair.

Good local press coverage resulted from the ceremony at Alexandria, Minn. with Robert Claggett of Downer Aircraft making the awards. Four pins were presented at the luncheon ceremony at Waterloo, Iowa.

The eleven employees receiving service awards at Sioux Falls, S. D. represent 220 years in aviation. Rockford, Ill., personnel held their seven man ceremony in the local FSS. Detroit area dished out a total of 45 awards with each facility chief doing his own. Speakers from industry completed the program. Joplin, Mo., held a restaurant ceremony for the eight FAA'ers honored, with airport manager Boyd officiating. In Indianapolis, Ind., they held a banquet with over 100 attending. Local civic leaders assisted in the program. A local shooting bungled publicity plans but not the success of the event.

Nineteen FAA'ers received awards in a ceremony in Wichita, Kans., with publisher Marcellus Murdock of The Wichita EAGLE doing the honors. Chicago area did things up big with disk jockeys, senators, and our own Regional Manager, Leonard W. Jurden there to give away the awards. 150 people attended the affair held in UAL's auditorium followed by a "social".

Up Milwaukee, Wis., way they did theirs at a smorgasbord luncheon at the terminal. 19 members received awards. Gladwin, Mich., had two presentations to make and called on Mayor Flynn to assist. Five awards were made at Hutchinson, Kans., with City Manager John Baughman making the presentations. Pierre, S. D., personnel tied their ceremony in with the first activity in their new administration building with some 75 people in attendance. At Lansing, Mich., 14 employees receiving awards totaled their time to come up with 245 years of service. North Platte, Nebr., personnel called on Mayor Larsen to perform the service at a special lunch ceremony.

MORE SERVICE AWARDS



Flint, Mich.



Burlington, Iowa



Goshen, Ind.



La Crosse, Wis.



North Platte, Nebr.



Detroit, Michigan



Salina, Kansas



Joliet, Illinois



Olathe, Kansas



Cedar Rapids, Iowa



Evansville, Ind.



Sioux Falls, S. D.

Cedar Rapids, Iowa, had five awards to make at a ceremony attended by local aviation officials. Up Flint, Mich., way the Flint Manufacturers Assoc. got together the luncheon program for the 14 awards to be made. Program included speeches, films and the awards. Goshen, Ind., personnel called on old timer and pioneer of the airways, P. William Petersen to hand out their seven awards. In Burlington, Iowa, they held their ceremony in the airport restaurant, making six awards. Dress Memorial is the name of the airport at Evansville, Ind., where their ceremony was held, there in the dining room. Fifty-six awards were made in St. Louis area ceremonies held in the Old Court House. Civic and local aviation officials turned out for the affair.

In Lincoln, Nebr., DAE Bill Boucher made the presentations to 12 FAA'ers at a luncheon. LaCrosse, Wis., Mayor Knutson officiated in the award ceremony there at the airport. Olathe RAPCON personnel made their affair a cake and coffee one to celebrate presenting of nine awards.

In the R. O. numerous ceremonies were held to take care of the 313 awards made at 4825 Troost.

Reports in from the field indicate excellent response from local civic and industry personnel called upon to assist in this important ceremony. Excellent publicity has resulted from these award ceremonies. No doubt, as a result, an increased awareness of the FAA in those communities has been achieved. From the number of mayors called upon to make the awards it seems apparent that political relations were strengthened in many communities.

MEASURE OF A MAN

It is not the critic who counts, nor the man who points out how the strong man stumbles, or where the doer of deeds could have done better. The credit belongs to the

man who is actually in the arena; whose face is marred by dust and sweat; who strives valiantly; who errs and may fail again, because there is no effort without error or shortcoming, but who does actually strive to do the deeds; who does know the great enthusiasm, the great devotion; who spends himself in a worthy cause; who at the best, knows in the end the triumph of high achievement, and who at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat.

-- Mahatma Gandhi



Shown in the picture above are those attending a 40-hour MANAGEMENT COURSE FOR SUPERVISORS in Wichita, Kansas, May 23-27, 1960. Left to right, back row: James Harris, Chief, General Training Section, PT-38, B. M. Anderson, John Whitright, Wayne Besch, Denzel Begley, Paul Nessmer, Kenneth Fahrenbruch and Harry Bolsinger; Front row: Warren Hurst, Claude Moore, Dale Miller, John Kennedy and John Ambler.