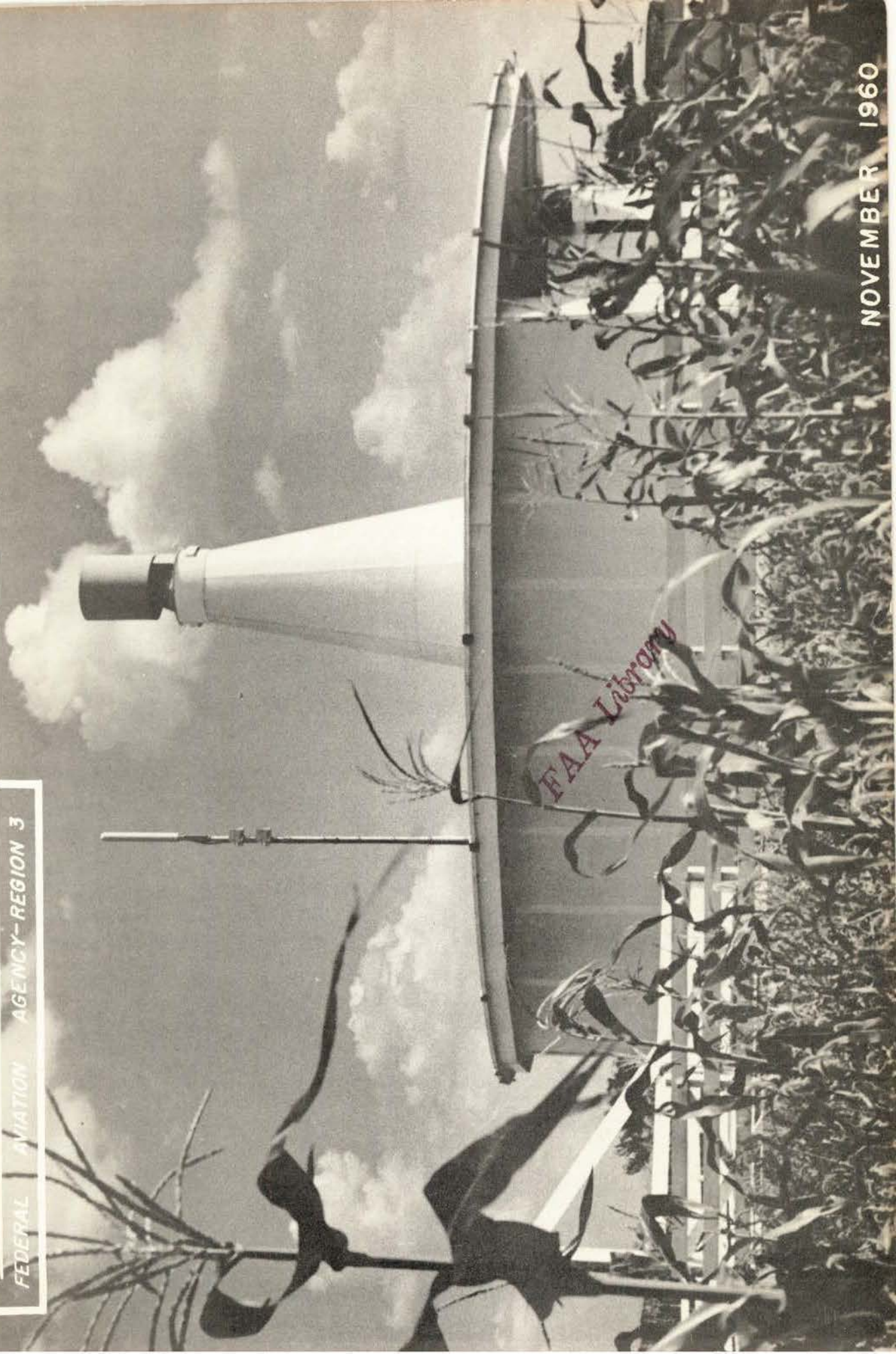


FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3



NOVEMBER 1960

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Regional Manager

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ON THE COVER

**COMMUNICATIONS
FROM A
CORNFIELD**

Story on Page 3.

DIVISION REPORTERS

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FROM THE REGIONAL OFFICE

COMMUNICATIONS

We all know that the matter of communications in any organization, large or small, is difficult. Frequently a unit as small as a family couple has a problem in not getting ideas across clearly to each other. Misunderstandings arise simply because one fails to transmit to the other what, to the one, was obvious problem or possible action. As a result, the very best of intentions can lead to strained relations or even more serious circumstances.

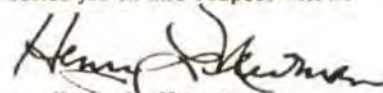
FAA is no exception. Our tremendous growth these last few years has made the problem even more acute. We have been adversely criticized for many actions by people who misunderstood our objectives.

The adoption of the Designated Medical Examiner program is an example. There were many solid reasons for making the change necessary - one of the most important being our inability to maintain any semblance of uniform medical standards for private examinations without proper training of the doctors. Yet it was impossible to train the thousands and thousands of family doctors who were giving the examinations. When the decision was made to limit the authorized doctors to a number that could be given the benefit of training, we failed to get this reason and other background information over to the interested public. FAA was severely criticized as a result. I have heard many responsible doctors state that they were strongly opposed to the program until the "why's" were explained to them - then they gave their complete and active support.

Mr. Pyle has been most definite in emphasizing that FAA has done a very poor job of "communications." He knows that many times our own employees have been given insufficient information to understand our objectives or actions. They, therefore, cannot explain our program to those in aviation with whom they come in contact and who desire objective, accurate facts.

Recognizing this failure to "get the word" to our 38,000 employees so that they might not only avoid their own misunderstandings but could help explain our objectives to others who might be interested or critical, steps have been taken to improve this situation. A group appointed by the Administrator is actively working on the problem and you should be experiencing some of the results shortly by the receipt of a new monthly publication from Washington aimed at making all FAA employees better informed about what we are doing, and especially the "why."

We in the Regional Office wholeheartedly endorse this program and are making every effort on our part to get the word to you. Any suggestions on how we may do a better job in this respect will be appreciated.


Henry L. Newman
Regional Manager

OMNIS ARE ANYWHERE

by Martin C. Noteboom, Airways Engineer, FM-3310

Our cover this month is an unusual shot of the Kirksville, Mo., VORTAC, taken from a neighboring cornfield. To those who have worked with VORTACs, either in the establishment phase or in the day-to-day maintenance, it represents a typical sight. You're liable to see the tall cone of a VORTAC rising above almost anyone's cornfield, wheat field, watermelon patch or out in the "south 40" among grazing cattle. You're also likely to see it between busy runways of giant airports.

Wherever you find them, one has to admit that there is little outstanding about the outward appearance of the facility. Somewhat resembling a bankrupt custard stand or an ill-designed silo, it does little to impress those who view it from the highway or from a tractor seat. It does, however, impress countless pilots as they fly along the many airways it serves. This, of course, is the prime role of the VORTAC, to be the very heart of the air navigation system, and it does its job well.

The interior of a VORTAC is a sight to impress almost anyone. The electronic equipment making up this combination of VOR and TACAN represents a total cost of approximately \$85,000, and the test equipment required to maintain it costs in excess of \$4,000. Each piece of equipment must meet the most exacting manufacturing standards in order to permit an over-all facility that satisfies rigid FAA tolerances.

The knowledge, skills and efforts of many people are represented in each VORTAC you'll see. From the early stages of site selection to the day of the commissioning flight check, and on to the endless days



Interior of Flint, Michigan, VORTAC showing some of the equipment which makes it tick.

of vigilant maintenance surveillance, it becomes apparent that a well organized team is required to endow this creature with the respect it enjoys from pilots.

Take another look at that cover photo. Even though it happened quite by accident (we understand the photographer was surprised testing plump roasting ears and had to use his camera as an alibi) it does represent an important part of the FAA effort to promote the safety of aviation.

FACILITIES & MATERIEL

FIELD DIVISION NO. 3

PROJECT STRAIGHTLINE

The Maintenance Branch is busy these days assembling as much information as possible on the new territory to be transferred to this region when the regional boundaries are changed to conform to ARTCC Flight advisory area boundaries, which is now expected to take place next February. On October 24 and 25 Clyde W. Pace, Jr., Chief, F&M Field Division No. 3; W. L. Higgason, Chief, Maintenance Branch, Region 3; and Alan Glass, Chief, Program Engineering Section, Region 3 met in Los Angeles with officials of Region 2, Region 4, and Washington Office to discuss some of the mutual problems that are expected to arise in connection with change in Regional boundaries. A similar meeting was held with Washington Office, Region 1 and Region 2 officials at Indianapolis, Nov. 4. Mr. Pace, Burke Braithwaite, Acting Chief, Materiel Branch; A. L. Frashier, Assistant Chief, Maintenance Branch; W. R. Turpin, Chief, Manpower and Training; and John Hargrave, Assistant Branch Chief for Maintenance Operations attended from Region 3.

Present plans are to effect the Regional boundary changes next February and to establish the Straightline area offices for the maintenance organization next June. As stated in the last issue of FLIGHT LINES ATM plans to establish their first area office in January and the remaining six at intervals through June. Because of the greater diversity of problems in the Maintenance area associated with this organizational change we have felt it to be better to establish all of our area offices as nearly simultaneously as possible, and at a later

date to permit the resolution of as many of the problems as possible in advance of the implementation date, and to eliminate those problems peculiar to the Maintenance organization that could be expected to develop if area offices were established one at a time.

The authorized staffing for the various area offices is expected to be:

Chicago	- 21
Denver	- 18
Detroit	- 13
Indianapolis	- 22
Kansas City	- 24
Minneapolis	- 16
St. Louis	- 13

This staffing includes positions of all types. The positions will be obtained by utilizing those now authorized for ATDO's plus 10 positions to be transferred to the area offices from the Maintenance Branch Regional Office staffing.

The change in Regional boundaries will result in the transfer to this Region of 30 ATFO's (13 from Region 1, 6 from Region 2, and 11 from Region 4) representing 187 facilities, plus 6 ATDO (Denver, Casper, Grand Junction, Tulsa, Cincinnati, and Louisville), and two Structures and Grounds sectors (Denver, Colorado, and Columbus, Ohio). The combined ATFO, REMT and S&G staffing of those offices is slightly over 300. These figures will be increased somewhat by the addition of new facilities scheduled for commissioning before the boundary change date. After the boundary change Region 3 will still be the smallest of the Continental Regions in terms of workload and number of people in the Maintenance organization but the disparity will not be nearly so great as at present.

MATERIEL IMPROVEMENTS PENDING

A comprehensive evaluation of materiel activities has recently been completed at the St. Louis ATFO by a Task Group of Maintenance and Materiel representatives from the Washington Office and the four Continental Regions.

The purpose of the evaluation was to determine at "grass roots" the materiel problems facing field offices; to determine the effectiveness of existing materiel policies and procedures; and to initiate or recommend improvements where required.

The group was instructed to "bring work clothes and be prepared to stay at least 60 days." The last of the group limped home after 120 days. The work clothes? They came in real handy! It wasn't a costume ball - it was a work party.

To fully appreciate the problems confronting the technicians, members of the Task Group took over and performed all materiel functions for a period of 60 days. Any preconceived opinions as to what the problems might have been were changed abruptly with this practical approach of doing the job.

The recommendations and conclusions of the St. Louis Study are contained in a 100-page detailed report. Obviously this detail cannot be outlined here, but for the interest of ATFO personnel some of the conclusions are briefed here. The Task Group concluded:

1. Existing policies and procedures are basically sound, but that substantial manpower can be saved by special treatment of essential but irregularly consumed allowance items.

2. Simplified methods should be applied to processing Electronic Equipment Records, Form 416.

3. The National Supply Catalog can be more effective by providing additional aids

including an alphabetical index; a cross-reference of tubes, diodes, crystals to include all new interchangeability data; an illustrated cross-reference to show bulb shape, type, base filament style and lamp designation, and by including circuit symbols and equipment types as part of the catalog description.

4. Steps should be taken to correct inadequate storage areas.

5. Simplified and uniform requisitioning procedures are required to replace the 12 different procedures now prescribed.

6. Field Offices must be provided with a simplified Materiel MANOP.

7. Materiel Specialists are needed to complement the operating and maintenance skills now present at ATFO's.

8. Materiel handling equipment and labor are required to cope with equipment shipments.

The total effect of this study cannot be foretold but it is expected that significant beneficial results will become evident as various recommendations are implemented. At this writing, materiel positions have been authorized for the St. Louis ATFO and will be staffed as soon as classification action is completed.

The Installation, Radar, and Nav aids Units of Electronics Engineering Section all seem to be mixed up, so we might as well mention a few personnel moves among them.

Dean Vanwey of Installation Engineering Section has moved on to Washington for his stint at our National Capitol, with Frank Foulke moving up to his desk and its attendant myriad duties. They also acquired a field man, Larry Everitt, lately. They have him hidden back in a corner so Radar and Communication Engineering Section or Nav aids Engineering Section can't get close to lure him away. Nav aids Unit must have

a skunkaphant in the office. Joe Beebe, Larry Jones have left there for Radar and Communications, and Van Haele left for a job with the Maintenance Branch at the Municipal Airport. Paul Cormaci moved over to Nav aids from Installation, and has already been on a VOR site test to Marion, Indiana. Do you suppose he is the reason this is going to be the longest site test in recorded history, or are there those "always prevalent, unforeseen circumstances" to blame?

Jerry (Mrs.) Flynne bid out of Radar and Communications for foreign service on the first floor, away from the engineers. Congratulations on the promotion! Ray Belshe deserted an Installation field position to team up with Ray Raglow on Center projects in Radar and Communication.

These moves and so many new people are the reasons for the suggestion that we all wear name tags so we can get acquainted faster.

Bill Ramsey and Don Perrin of Nav aids spent a few exciting weeks in Chicago, experimenting with ILS screens. Charlie Baker of Radar and Communication disappears once in awhile on a field trip - right now he is in Bismarck for establishment of a CS/T. Bill Keim was up north to Pontiac, Michigan, for the engineering phases of establishment of a tower, and to Jackson for establishment of a CS/T. John Linberg is leaving tomorrow for Chicago DuPage County Airport for the engineering for the establishment of a tower.

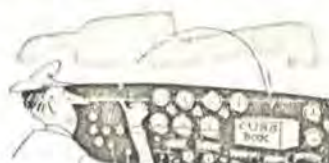
Kermit Karns spent a week in Washington, but brought back no worthwhile rumors.

The vacation run has slowed down, with only Chief Fred Trotter and Bill Ramsey taking advantage of the brisk fall weather.

We are still 'oohing and ahing' from Mrs. Richards (Alice) relating to us her exotic experiences from her recent trip to Hawaii, but a little disappointed too - no grass-skirt dance from her. You will just have to

see Alice for more interesting information.

The big 707 jetliner was warming up just prior to takeoff on the Dallas to New York flight. The pilot was speaking to the passengers regarding the flight. "Welcome aboard your 707 flagship. You are about to depart Dallas at 6 p.m. and arrive Idlewild New York at 9:35 p.m. You will ride in comfort over the two hour and thirty-five minute flight at thirty thousand feet at a speed of 87



mach or 510 knots. The ship weighs 217,000 lbs. and is well powered by four JT-4 turbojet engines of 15,800 lbs. thrust each. So sit back and enjoy the flight. The stewardesses are at your service should you need anything at all."

Failing to turn off the intercom he then turned to the crew and said, "OK men, let's try to get this big S. O. B. off the ground."

-Edward O. Messick

The Airports Branch believes in the old saying that "People make news." Thus, we speak at this time of the State Aviation Directors who will meet with various Divisions of the Regional Office in the middle of December, 1960, at the particular invitation of Mr. Newman, the Regional Manager. There are some interesting and unusual personalities among the various State Directors who are expected to take part in these meetings. Airports people, particularly in the Districts, work intimately with the State Directors, not only on Federal-aid matters, but on almost everything which is concerned with airports.

Several of the Directors who will meet are strong, dynamic, influential men in their own right in our modern aviation world. We in this Agency have a tendency to think only in terms of the Federal Government. In the 11 states of this Region many of the State Aviation Directors within

their own statutory powers have greater influence on aviation in their own areas than we in the Federal Government can hope to match. Our District Airport Engineers work and operate closely with the State Directors. In fact, the general meeting point of our whole Agency is through our District Offices, since that appears to be the logical and permanent point of personal cooperation with the State Agencies who are governed by their own individual state laws.

Some of the State Directors we may expect to meet are:

Illinois - Gene Abney for several years has been Director of the Department of Aeronautics. He is able, a particularly hard worker and well liked in aviation circles. Illinois has one of the largest aviation organizations in the country. It has provided over the years state money to add with sponsor funds in matching Federal-aid funds under the Federal Airport Act for airport development. The Department provides excellent engineering services to Illinois municipalities.

Joe McLaughlin of this Branch is a former Director of the Illinois Department.

Michigan - J. Ramsey is the Director of the Michigan Department of Aeronautics. He is a handsome, personable man with an excellent aviation background. He was Director in Nebraska for several years before going to Michigan. Michigan has a governing Aeronautics Commission. However, the Department of Aeronautics is the administrative State organization. It is large, usually has substantial funds to match Federal grants in aid, and provides exceptionally good engineering services in airport development. Michigan ranks high in the nation in the development of good airports.

Wisconsin - Tom Jordan is Director of the

Wisconsin State Aeronautics Commission. He has been "Mr. Aviation" in Wisconsin for many years. Tom is an energetic, devoted man, and has been particularly helpful to small airports. Under Wisconsin law he holds public hearings on the need for airport development and then pushes on to get the job done. He has had State funds to assist in matching Federal grants for development under the Federal Airport Act.

Minnesota - Dale MacIver has been Commissioner of the Minnesota Department of Aeronautics for several years. He is young and energetic, and has ably managed a medium sized organization which provides excellent engineering services. He has also had State funds to assist in matching Federal-aid grants.

Nebraska - Jack Obbink has been Director of the Nebraska Department of Aeronautics until recently. The Department is a strong organization, providing exceptionally good engineering services and has in the past had State funds to assist in matching Federal funds for airport development. The Department has been particularly strong in the development of the smaller airports.

Indiana - Dick Cunningham is the young and personable Director of the Indiana Aeronautics Commission. Dick has a small organization, but is developing the airports as part of his overall work to a considerable degree. He cooperates closely with us in airport development, but does not have State funds to assist in such work.

Iowa - Frank Berlin has been Director of the Aeronautics Commission for several years. He is well liked and cooperative. He has mainly concentrated on aviation education and advisory services, since the State has provided no money for airport development as such.

North Dakota - Harold Vavra is one of our

real old-timers. He has a small organization but has worked closely with us on airport development. He has been especially interested and successful in getting more and better airline service into his State.

South Dakota - Lynn Hanson has been Director of the Aeronautics Commission for many years. He is an able, energetic and cooperative man and has been of particular assistance in solving airport problems on small airports.

Missouri - Joseph H. Frets is the Director of the Aviation Section of the Missouri Division of Resources and Development. He has a small organization which has been largely confined to educational and advisory services.

This job was formerly held by Clyde W. Pace, now our Chief, Facilities & Materiel Division.

Kansas - There is no State Aviation Agency as such.

Colorado - This Region will take over Colorado early next year. It has no State Agency as such, but the State Government has shown some considerable interest in aviation matters.

We are hopeful that several of our top level state engineers will also attend the meeting. We have many prominent and colorful airport engineers, such as Walt Kreuscher of Nebraska, Mirl Solberg of Minnesota, Les Andrews of Michigan, Norm Bird of Illinois, and Bob Anderson of Wisconsin.

Most of our FAA people, particularly outside of the Regional Office, have had dealings with these State Agencies. They are working with most all segments of our aviation industry. We in airports have considerably more dealings with them because of our Federal-aid Program and our mutual concern for better airports.

The Airports Branch is set up to handle

states as separate organizations. This is necessary because state laws are applicable to states as a whole - they cannot be subdivided as our Flight Service Stations and other units are organized. Thus, airports historically and by current needs and requirements must be organized on a state-by-state basis.

Our dealings with the state agencies include not only our basic area of airport development, but overall planning of airports with regard to the growth of areas and future airport operation from the standpoint of approach control, noise nuisance control, and general integration of airports into our national system in order that they may be more safely operated by the most modern navigation aids. Most of our other Divisions contribute to this goal by rendering their advice in their respective areas of responsibility and control through our District Airport Engineers.

We think that a great many of you will be happy to meet these very interesting State Aviation Directors, and that discussion of some of our mutual problems with them will prove quite beneficial to all of us.



♥ Wedding bells rang out for Helen Erwin, FM-3380, and Alan Glass, FM-3310, Thursday, November 10 at Linwood Methodist Church. The wedding was attended by the members of their families.

After the ceremony, the bride and groom joined their many friends in FAA for a party at the Holiday House.

We all would like to take this opportunity to wish the best of everything for two nice people.

NEWS FROM ADMINISTRATIVE SERVICES DIVISION

by Naydene C. Arthur, RM-350

With the steady growth of the Regional Office personnel and the continuing changes while reorganizing, the Administrative Services Division employees really have to be on the alert to recognize new faces and names. This division's personnel have, at one time or another, personal contact with everyone in the building, and a great many in the field.

Ann Westhoff and Lydia McCollum, switchboard operators, handle an average of sixty long distance calls daily, plus an additional thousand or more local calls. It is a difficult task to place all the new people on the right phone extensions and often, just when the operators know where they are supposed to be, they change phone numbers. These gals are supposed to be talking encyclopedias and answer all and assorted inquiries. Just the other day a party called to ask if the FAA could tell him where he could find a "used sock." When they are so busy, it's good to have a humorous side to their work.

The teletype operators, Erma Sittler and Beth Whitacre are taking care of a sixteen percent increase in workload over last year. We couldn't do without all this communication furnished by phones, teletype and telegraph. Nolah Wesely, supervisor of the Communications and Information Section, helps out the operators at all times and gives the best service the Telephone Company has to offer to complete requests for all different types of phone equipment.

The Information Office title covers a lot of territory. It seems to be a "bad word" however, to the taxicab companies. The cab drivers don't know whom to blame except the gal at the Information Window when he arrives and the party calling a cab has already gone.



'Willie Vaughn (in the foreground) and James Gibson caught in the act of busily sorting and distributing the tons of paper work that come into the R. O.

In the picture Willie Vaughn, Supervisor of the Mail Section, shows what a vast amount of material may be distributed daily from his section. The Post Office Department delivers mail to us twice a day, and all of this is sorted and dispatched the day it is received in eight deliveries. Ten to twelve sacks of mail now go out daily to the Post Office.

This section is prepared to give you information too, regarding postal zone boundaries, the size and weight allowed for parcel post shipment, and to help you with all the inquiries regarding mail regulation.

The Printing Section has rapidly shown what a Class A Shop can accomplish with all the best equipment available. This section gives its best efforts to complete all

Continued on page 14



FOCUSING ON



Stephens College aviation students during a recent field day visited FAA's Kansas City facilities in their thirst for knowledge. Henry L. Williams trying to keep his mind on his work as he explains the intricacies of traffic control to the coeds.

George Benzon, F&M's Assistant Chief with a gleam in his eye as he presents Eldon W. Head with check and Sustained Superior Performance Award.



Walt Packham, left, watches the Stephens College girls as they watch the radar in the Kansas City Air Route Traffic Control Center. Visit was part of their aviation field day visit to our fair city from their campus in Columbia, Mo. (Note - the controllers got all dressed up in anticipation of the event.)

Don W. Lowrey, Charles T. Calvert, of Omaha; H. Maynard Dixon, Minneapolis; Kenneth R. Whitney, KC-427. Checking path structure with Theodolite - method used in setting the angle and shape of the glide path of ILS. Scene was Waterloo, Iowa, Airport.





A STUDY IN MEDITATION. Seriously attentive to the pearls of wisdom being distributed at the Flight Standards Division conference are (left to right) John Walls, Tom Smith, Ken Gordon, Don Stoecker, George Ireland and Gerry Garrett.

A District Supervisors Conference November 9 and 10 at the Park East Hotel for the Flight Standards Field Division was a success. 57 supervisors attended from the Aircraft Engineering, Flight Checking, Air Carrier and General District Offices. The supervising inspector and the principal inspector from the opposite specialty in the Air Carrier and General District Offices were included.

Subjects discussed included Safety Regulations (Mr. Coulter, FS-40), Executive Development, the Management Services Study of Flight Standards, the Area Plan being tested in Region 2, the transfer policy and the need for attendance at local meetings.

The Regional Manager and his staff contributed to the success of the meeting.

Technical subjects and branch operations were discussed on the second day of the meetings with the Branch Chiefs.

One highlight - discussed after the meeting was over - summary minutes of the first days session were distributed before the supervisors left on the second day. The efficient (and pretty) secretaries, Eileen Denney, Pauline Hinson, Helen Kuna and Mary Shelton, and a most cooperative Print Shop did a splendid job.

Personnel Chief, E. J. Thomas addressed the Flight Standards Supervisors Conference held during November in Kansas City. Some 57 field supervisors plus regional office personnel attended the 2-day conference.



FLIGHT STANDARDS

WE APPOINT DMIRs

The Designated Manufacturing Inspection Representative became a part of the FAA picture to fill a need in the Manufacturing Inspection area of our work. Aircraft and engine manufacturers, who are busily building substance around the fabulous dreams of speed and efficiency in air travel, could not be subjected to delays because of insufficient FAA inspection personnel, and still we could not relax the surveillance required of us by the Civil Aeronautics Act, therefore the DMIR.

The principal function of the Manufacturing Inspector is to ascertain that all production parts are up to or above the standards originally required when the aircraft or engine was given a type certificate. When we consider the number of parts that make up an aircraft or an engine, many of them obtained from outside manufacturers, we get some idea of the magnitude of the Inspector's job.

Let us just suppose, as so often happens, that a certain material originally used becomes unavailable and some other material is offered as "just as good." The Manufacturing Inspector must be satisfied that it is just as good or better, before he can approve its use, and a delay in his determination might stop the production line, which isn't good.

Or let's say the manufacturer finds that a slight change in a part will improve performance in a particular area. The Inspector's job is to make sure that the effect of the change will not detract from the original safety standard and, in the fast moving field of aviation development, changes are more often the rule than the exception.

The DMIR, who is appointed to perform manufacturing inspection work for the FAA, is an employee of the manufacturer. He is always an expert in the particular work area of his FAA authorization. A DMIR may be restricted to a specific department or to accomplishing only one function, and these limitations are shown on his FAA Certificate of Authority. We give him authority to act for us, but the responsibility still rests with the FAA. Reviews of approvals, spot checks and supervision by the Manufacturing Inspector point out any deficiencies and the manufacturer knows his DMIRs must do a conscientious job for us or their authorizations will be promptly cancelled. He knows, too, that if he had to depend entirely on our small staff of Manufacturing Inspectors to perform the many details of manufacturing inspection work, production would frequently be slowed down and this would increase the cost of the airplane.

The required knowledge and experience qualifications of a DMIR are very high. He must have a minimum of five years experience in his particular work area, two of which have been in supervisory capacity; he must have a good working knowledge of the Civil Air Regulations applicable to his work; and he must "possess unquestionable integrity, sound judgment and a cooperative attitude." And even this paragon is appointed for only one year, his work for the preceding year being subject to careful review before he is reappointed. So you see we are really not taking any big chances in utilizing the DMIR, and through this medium we are finding it possible to function more satisfactorily within our broad objective of "achieving aviation safety."

MAINTENANCE BRANCH

The Maintenance Branch takes this opportunity to welcome and introduce to you new members of the Branch and to wish former team members the best of everything in their new assignments. First, we will welcome persons transferring from outside the Region.

Mr. W. L. Jeffrey comes to us as Assistant Branch Chief. He was Supervising Inspector of the Tulsa Air Carrier District Office. That office supervises the American Air Lines Overhaul Base at Tulsa, Okla.

Mr. Ernest H. Fountain arrived recently from Washington, having served in the Air Carrier Maintenance Branch for approximately three years. He has assumed the responsibilities of the Air Carrier Maintenance Section.

Sam J. Corso came to us from FSDO 3-3, Chicago, Ill., as Chief of General Aircraft Maintenance Section.

Joseph J. Manning, one of our former Repair Station Specialists domiciled in Detroit, has been named Chief, Maintenance Agencies Section.

William J. Weis, Jr. has been named as Chief, Maintenance Airman & Schools Section. Mr. Weis has been assigned to the Regional Office for several years as an EE Specialist and many of you know him through his visits to many of our district offices.

James A. Gammon transferred to the Maintenance Airman & Schools Section as a Maintenance Specialist from the Aeronautical Center, Oklahoma City, Okla. Mr. Gammon headed the General Maintenance Section at the Center.

Maintenance Specialist John L. Clark has transferred to FSDO 3-3, Chicago, Ill., from the General Aircraft Maintenance Section. Mr. Roman B. Mueller from FSDO 3-11, Kansas City, replaces Mr. Clark.

We also want to welcome Donna J. Heavener to the Maintenance Branch. She works

with Helen Leighow and Rose Hagerty, who have had many years experience in the Regional Office. By the way, Rose Hagerty is on a well-earned four weeks vacation trip to Europe. We only wish we could arrange for a similar trip.

James E. Christopher and S. H. Denfip left us about a month ago and are now Texans. Mr. Christopher assumed the duties of Assistant Maintenance Branch Chief, Fort Worth, Texas. Mr. Denfip likewise went to Fort Worth as Chief Maintenance Agencies Section. Again we say, good luck to these two persons and hope they come back to visit us whenever possible.

New members of our team assigned to the district offices are:

George M. Boal, FSDO #11, Kansas City, Kan.
Robert B. Maine, FSDO #18, South Bend, Ind.
Alfred R. McCormick, FSDO #19, Springfield, Ill.

Carl A. Palmer, FSDO #31, Chicago, Ill.
Martin P. Carroll, FSDO #33, Kansas City, Kansas

Alfred E. Donart, FSDO #34, Minneapolis, Minnesota



OPERATIONS

Several old friends here in Operations are no longer with us. Recently, following the departure of Lee Covert to California, Lew Ola took leave of these surroundings to join the "Great White Father." Lew is now the Chief of the Aircraft Requirements Section in the Bureau of Flight Standards.

Phil Janes has not only left Kansas City, but has resigned from the Agency to assume the position of Operations Director of the Minneapolis-St. Paul Airport Commission. We will miss his friendly mannerisms and can only wish him the best of good fortune in his new assignment.

Not too recently arrived, but a pleasure to have with us, is Lloyd Young taking charge of the General Operations Section, and Gordon Lankford in Air Carrier Operations. Gordon is no stranger to Air Carrier having served in both the Atlanta and Tulsa District Offices. His most recent "hitch" was served in Oklahoma City where he was a Flight Instructor.

Jean Moses, recently transferred from the Combat Development Group at Walter Reed Hospital in Washington, D. C., now assists our General Operations Section.

Dave Detamore has had his share of ribbing over the \$5.00 per pound moose meat he recently acquired on a safari into Canada. Tom Davis is out in the Dakotas trying out his luck with pheasants and we won't be the least bit surprised if Rog Boggs' plane collides with a few on that inspection flight (?) up to Spearfish, S. Dakota.

Continued from page 9
requests for reproduction of all types, in a minimum amount of time, for every office. FLIGHT LINES, which the Print Shop is now completely printing, gives a new challenge to expert workmanship. The pictures and color diagrams you see are all finished in our own Print Shop.

Donald James has transferred as clerk-typist to this section from the Supply Section.

Did you know there are more than 10 million copies of material reproduced in a year by this section?

Donald R. Null is a new employee in the Supply Section. He and Ronnie Rule are under the supervision of Leon C. Wright, and these men deliver all the administrative supplies necessary for every type of work to all offices. They move desks and cabinets for the many changes to help make more room.

The division acts on all requests of individuals and offices in the building, and

gives many services to help make more efficient, convenient and comfortable working conditions. They try to make the building temperature warm for the cold-natured ones, and cool for those otherwise. This is quite a feat if you get it done.

CESSNAS EVERYWHERE

On November 2, 1960, between the hours of 5:00 a. m. and 4:00 p. m., about 350 new aircraft, valued at more than \$4,000,000 departed from the Cessna Aircraft Company's Pawnee Field and landed safely at destinations all over the United States. During the same period about 125 aircraft, piloted by visiting Cessna executives and salesmen departed from the Wichita Municipal Airport.

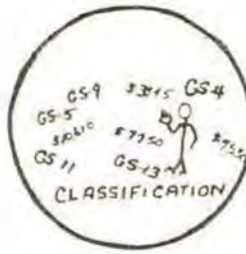
Cause for all the activity was the fly-out of the Cessna dealers who came to Wichita to get the new '61 product. Warren Hurst, Chief of the Wichita Flight Service Station, and his crew were busy little beavers that day, and after the last tail-feathers went by, the tally looked like this:

VFR aircraft contacted	201
VFR flight plans filed	111
Pilots briefed	163
IFR flight plans filed	36

BATTER UP

FAA's Administrator Quesada and friends have announced intentions of going into the home-run making business by being awarded the new Washington franchise in the American League. Boss-man Quesada and his 10-man group of Washingtonians were given the nod from the league which had a number of other bidders to consider.

All of this came as a result of the transfer of the Washington Senators to Minneapolis-St. Paul. Mr. Quesada reported that he would not make any move from his position as Administrator of the FAA until the conclusion of President Eisenhower's term, January 20th.



PERSONNEL HI-LITES

EMPLOYMENT POLICY

Mr. Kirby L. Brannon, Assistant Regional Manager, has been designated Assistant Employment Policy Officer for Region 3 in place of Henry L. Newman.

In this capacity Mr. Brannon will assist Mr. Anthony T. Callanan, the Employment Officer of the Federal Aviation Agency, to carry out the policy of the FAA against discrimination because of race, color, religion or national origin.

It is the policy of the FAA that the highest possible standards of democracy be maintained in official acts, with equality of treatment and opportunity for all. Compliance with this policy in accordance with established procedures is the responsibility of every Federal Aviation Agency employee.

MANAGEMENT COURSES

The third Management course of the fiscal year was given at Pierre, S. D., the week of October 17, 1960. Training officers Bernard M. Anderson and Cleo A. Brock, travelled to Detroit, Mich., and gave the same Management course the week of Oct. 31 - November 4, 1960. Eight Supervisors attended the Pierre course, and eighteen participated in daily sessions at Detroit.

Nine clerk-stenographers completed the 10-hour Secretarial Development course at the Detroit Center the week of Oct. 31-Nov. 4, 1960. Those completing the course were: Denise A. Butler, ATDO #12; Arlane M. Clayton, Detroit Center; Diane Jo Horton, Detroit Center; Janis J. Jeffers, ATS, Detroit; Joanne H. Lucas, Detroit Center; Janice F. Meulman, FSDO #36; Elizabeth N. Schallenberg, Ypsilanti Tower; Hazel L. Smith, ASDO #5; Joyce I. Thompson, ATFO



Those attending Detroit, Michigan, Management Course for Supervisors, 10-31 - 11-4/60 were: seated (left to right) front row, James C. Leuhardt, Bill L. Toth, Donald R. Lloyd, Robert E. Shindler, Robert W. Porter; middle row - George E. Webster, Leo M. Davidson, Solomon J. Ott, Robert M. Folger, Frank W. Skopinski; standing - Cleo A. Brock, Tom W. Smith, Anthony M. Frank, Daniel J. Sowul, Ralph J. Hill, Alfred L. Brown, Lauren M. Davis, Robert M. Holberg, and Bernard M. Anderson



Pierre, S. D., Management Course for Supervisors - 10/17-10/21/60. Seated, left to right - John Diebert, Fred McBride, William Benjamin and Jackson Mathisen; standing, left to right - Bernard M. Anderson, Charles Huginin, Elwood Killbon, Donald Barnes, Charles Crown, and Cleo A. Brock.

#73. All participants expressed keen interest in subject matter: Role of the Secretary, Secretary and Public Relations, Secretary and Human Relations, Communications, Organization Planning and Job Growth.

The Training Branch will continue with plans to offer this course at Center locations during the remainder of FY 1961.

The following FAA employees completed the 15-hour Effective Writing course at Detroit, 7:00 p. m. to 10:00 p. m., October 31 through November 3, 1960: Martin S. Blackwood, FSDO 3-36; Donald E. Burlingame, FSDO 3-36; John W. Flavin, FSDO 3-36; Dwight D. Hefner, FSDO 3-36; Robert M. Holberg, ATFO #49; Raymond J. Rechlicz, Detroit Center; Tom W. Smith, FSDO 3-53.

MORE NEWS ON THE FIRING LINE

Hot news right from the front burner is coming your way in the form of a new national monthly publication, "AVIATION NEWS", prepared in our Washington headquarters by the Office of Public Affairs, designed to keep FAA employees in the field informed as to what is new with the Agency.

This new publication will be of help to all in answering questions from our friends regarding actions of the Agency. Included in the format will be stories promoting civil aviation, reports of trends, new services rendered general aviation, key personnel changes. Also, items will explain and clarify the official FAA position on "hot" issues, summaries of rules and regulations adopted, periodic summaries of enforcement actions and highlighting the unusual cases.

Watch for this latest means of communications. Copies will be sent to all facilities with an ample supply for general distribution to those interested.

Publication is scheduled to begin within a month from now.



Wilbur "Bill" Sprague joined the Region 3 staff in the Kansas City Regional Headquarters on October 24th as Regional Civil Aviation Defense Planning Officer.

Sprague was born in up-state New York and was graduated from Hamilton College, Clinton, New York, in 1933. He taught 3 years in N. Y. State high schools, then completed the U. S. Air Corps Cadet training at Kelly Field, Texas and served as pilot with the 8th Pursuit Group for 3 years at Langley Field, Virginia.

He joined the CAA as an Aeronautical Inspector in 1940 at Memphis, Tenn. Recalled to active duty during World War II, he served as test pilot for the Air Force in the states, then went to the CBI Theater as Operations Officer with the 1st Combat Cargo Group. After the war he returned to duty with the CAA until 1952 when he resigned as Acting Chief of Non-Scheduled Operations Branch in the Washington Office.

Bill comes to the FAA in a job that will again bring him in contact with many phases of civil aviation with which he is very familiar as he works on plans for the protection and continuity of operation of the in-

dustry in case of nuclear attacks and natural disasters.

Bill's family is in Ft. Worth, Texas, where his daughter Susanne is finishing her senior year at Paschal High School. In the meantime, Bill has found a single unit bomb shelter in Kansas City and is making the best of a commuting situation.



William King transferred to the FAA Region 3 on October 31 after riding a radioactive dust cloud since 1944 with the Atomic Energy Commission and its predecessor, the Wartime Manhattan Engineer Project. As Chief of the recently established Security Staff, Bill joins us after serving as Chief, Security Branch, at AEC offices in Los Alamos, New Mexico, Kansas City, Mo., Buffalo, N. Y., and prior to his return to Kansas City was stationed at Albuquerque, New Mexico

A native New Yorker, Bill attended Georgia Tech and then returned to New York for a few years and the lure of the Blue Horizons with a try at Commercial Fishing. After working as an investigator for a number of years, the Army retained him in this field as a Counter Intelligence Corps

Investigator. After being commissioned, he was assigned to the Atomic Bomb project and as the big day drew near in 1945 helped shepherd the "Big Bang" to the Pacific Islands.

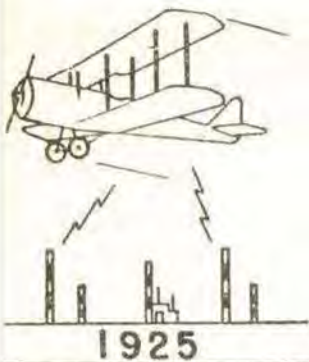
Although Kansas City was a favorite city of Bill's, the absence of six years found many changes so he and his wife Pat have settled down in an apartment on 48th Street near work and to become re-oriented.



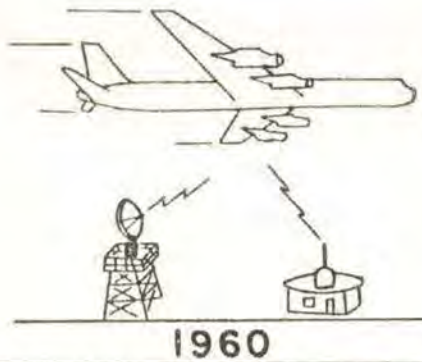
Norman B. Hudson has recently joined the Regional Manager's staff as Management Analysis Officer. Hudson came to the FAA from the Veterans Administration where, for the past nine years he served in a similar capacity as Management Analysis Officer in the Indianapolis regional office of the VA.

Norm has accumulated 18 years of government service, is Hoosier born, and reports that he has spent most of his life in Indiana. He served 4 years in Uncle Sam's Army (the walking infantry) and is in the Reserves. He earned his B. S. degree at Indiana University and a M. S. degree at Butler University.

Norm is married and has two children.



1925



1960



TOMORROW

AIR TRAFFIC MANAGEMENT

*"FAA's MOST
CHALLENGING
MISSION"*

The Division Chief and FLIGHT LINES writer entered St. Luke's Hospital Nov. 13 for a bit of maintenance and will remain in the hospital for three weeks. As we write this, Mr. Kriske is out of bed but he doesn't sit much.

News will be scarce in this issue because our pipe line does not compare with Mr. Kriske's.

FLY-IN DAY AT ROCKFORD, ILLINOIS

Have you ever seen a Baby Ace? Or a Mini - plane? Or a Stitt's Playboy? Or maybe a Tiger Moth? If you happened to be in Rockford, Illinois, on August 3 through 6, you would have seen all of these and many more, for the Greater Rockford Airport was the site of the Eighth Annual National Fly-In of the Experimental Aircraft Association. This convention features "home-built" and antique aircraft.

This is the second consecutive year that the Fly-In has been held in Rockford, and plans are already under way to return next year.

The first Experimental planes arrived on Saturday, July 30, and each day saw additional arrivals for the convention. The total number of Experimental and Antique aircraft registered reached 97.

Saturday evening the first two arrivals went up to get re-acquainted with the airport, and to make sure that everything was in good working order (one of the planes had been brought from California on a trailer). As more E. A. A. members arrived, more local flying was done. This, we suspect, was done primarily to "show off" new planes or modifications incorporated since last year's Fly-In.

By the time the convention officially

opened on Wednesday, August 3, the physical appearance of the airport had changed considerably. Several tents had been erected, display areas had been designated, along with parking areas for the Experimental and Antique aircraft, and the entire airport was a beehive of activity. A total of 1,009 E. A. A. members registered during the four days, and an estimated 50,000 spectators visited the airport during the Fly-In.

As you can well imagine, the tower was also "buzzing like a beehive." During the week of the Fly-In we recorded 6,429 operations. The individual high day was Friday, August 5, when we had 1,796 operations. This is a new high for the airport since the tower was commissioned in October, 1958. (The previous high day was 1,536 which was recorded at last year's Fly-In.)

Friday's traffic count was increased by an influx of transient aircraft arriving to visit the E. A. A. show, plus the fact that the E. A. A. members were competing for awards based on the performance of their aircraft. Awards were given for the fastest acceleration, spot landing, short field take-off, slow flight, and for the best total points earned in the above categories. Many other awards were also presented for various technical and flying achievements, including one for the farthest distance flown to attend the meeting. This was shared by two men who flew 2,176 miles from Torrance, California.

In addition to the home-built planes, helicopters and gyrocopters buzzed overhead. Most of the Experimental aircraft were without radio, as were a great many of the visiting planes. This, of course, meant an

extra burden on the tower operators. However, through excellent coordination between the airport employees (who manned radio-equipped vehicles and served as flagmen), under the direction of Airport Manager Robert P. Selfridge, and the Tower personnel, under the supervision of Chief Richard P. Smolla, a smooth flow of traffic was maintained. No serious bottlenecks occurred, and delays to departing aircraft were kept to a bare minimum.

Fortunately, the winds which prevailed during the Fly-In allowed the use of more than one runway. This permitted designation of one runway for use by Experimental aircraft conducting local operations, while itinerant and air carrier aircraft used another runway.

The tower was not the only busy facility on the field. The Rockford Flight Service Station reported a 40 per cent increase in radio contacts, pilot briefings and flight plans handled during the week of the Fly-In.

From the comments which have been received from persons connected with the Fly-In, it must be considered as a huge success. We received excellent cooperation from Paul Poberezny, E. A. A. President, and all the pilots and members of the E. A. A., and we are certainly looking forward to seeing all of them again next year.

If you are in the Rockford area next August, be sure to visit the Greater Rockford Airport during the 1961 E. A. A. Fly-In, which will be held August 2 through 5. And remember - stop for a visit at the Flight Service Station and Tower while you are here.

SCAT-CAT

Maybe you have heard of SCAT-CAT! (Simulated Control at Terminals - CS/T's and Towers.)

If you have not, this is the information title the Training Unit has given to a program inaugurated in May, 1960, whereby the Regional Training Specialists are taking

a "close look" at the proficiency of controllers at all CS/T's and non-radar towers.

At each facility visited, the Training Specialist observes and participates in the simulated control problems given to all rated personnel. The problems last about one hour and consist of relative traffic for that location. At the conclusion of each problem, the controller's performance is discussed with him. As of now, 18 terminal facilities have been visited and approximately 150 controllers have been evaluated.

The Training Unit envisions expanding this program in the future to include all Towers and Centers and a somewhat similar program for the Stations.

Personnel

Messrs. R. O. Ziegler, Assistant Division Chief, and E. G. Basil, Chief, Airspace Utilization Branch, reported for duty in the Regional Office on October 17, 1960.

Mrs. Gladys Marjorie Enich reported for work in the Operations Branch on November 7, 1960. Marge previously spent 9 years with the Iowa Agricultural Stabilization and Conservation Office in Des Moines.

Mr. Ed Johnson, Chief, Evansville CS/T has been promoted to the Washington office.

Mr. Harold Burhop, Chief, Sault Ste. Marie FAS, will retire on 11/26/60, after some 40 years service with the Federal Government.

Glenn A. Obering, Kansas City Center, was killed in an automobile accident while on detail to the Waverly, Iowa GCI; and John M. Kern (formerly of Waterloo CS/T and MSP Center), Minneapolis FSS, died of a heart attack on 11/16/60.

Since there is nothing new on Operation Straightline we will close, thankful that G. W. K. will be back for the next issue.

ATCA CONVENTION

The Kansas City Area Chapter of the Air Traffic Control Association (ATCA) will host the second annual ATCA Region 3 con-

vention on June 3, 1961, Mr. Robert Whittington, the convention chairman, announced.

The convention will be held at the Hotel Continental in Kansas City, Mo. The theme will be - The Jet Age and Air Traffic Management.

Early indications point to this being a highly informative and enjoyable event for all who attend. So reserve June 3, 1961, on your calendar NOW and make plans to attend the Third Region ATCA convention. EVERYONE is invited.

With the cooperation of the FLIGHT LINES editorial staff we will present monthly reports on the progress of the convention plans. Future reports will include information on special guests, the program, exhibits, costs and other activities. Read each succeeding issue of FLIGHT LINES for information on this important event.

RETIREMENT

That sometimes elusive and often wished for time in life, referred to as "retirement" became a reality for one of the smallest (in terms of physical size, but not in terms of ability and value) gears in our ATM Division office machine on October 28. Nell Wright finished up her last day of duty in the Airspace Utilization Branch on that day and turned over her typewriter and desk to her successor.



Nell, who reached her 72nd birthday on November 12, came to work with the former CAA Fifth Region in the City Hall Bldg., Kansas City, back in 1942 - according to the records it was on April Fool's Day. She has been a most dependable, hard working and loyal member of the various counterparts of what we now know as the ATM Division for more than 18 years and has worked with, and for, most of us who are still in the Division, plus many others who have moved on to other assignments during those many years.

The remarkable thing about Nell is that, despite her diminutive size (a scant 5 feet), she has been an inspiration to many people who are several years younger in age in trying to match her energy and devotion to her job, plus her ready wit and engaging personality. She could always be counted on to be on the job - seldom taking any sick leave - and punctuality was one of her un-failing virtues. Nell established an enviable record of on-the-job performance for the 18 years she was with us, a standard that is a challenge to any of us.

On her last day of duty, Friday, October 28, ATM Division personnel presented her with an orchid corsage and a gift of \$93, which will help defray her travel expenses to California, since she will leave Kansas City for San Francisco about November 20 for a visit of several weeks, returning to Kansas City after the first of the year.

As another parting gesture, the ATM girls took her to lunch several times during her final weeks in the office, and had a dinner in her honor one evening.

All of us will miss Nell and remember her as one of the special type people whom you consider it a privilege to have associated with and known during your lifetime. We all sincerely wish her the best of luck and an enjoyable retirement.



THE LINE-UP (Left to right) Kenneth Geier, James Basgall, John Fitzgerald, Robert Nicholson, Lloyd Lane. Front Row (as if you couldn't tell) Betty Vogel, Beverly Polfer, Artye Marx, Carol Turrentine, and Sue Bambini.

SEE YOUR ATTORNEYS

Our Regional Counsel's staff in full dress is seen above. Because of their close working arrangement with field personnel we take this means of acquainting you all with the gang.

Robert Nicholson replaces Fritz Puls (transferred to Washington) as senior attorney. Bob serves as alternate in charge in the absence of our Regional Attorney, Lloyd Lane.

Kenneth Geier assumes increased responsibilities and serves in an across-the-board capacity. Ken has been with us 5 years.

James Basgall came with us in May, and is busy handling enforcement work. Jim is a grad of the University of Kansas City Law

School and his background includes private practice in Kansas City.

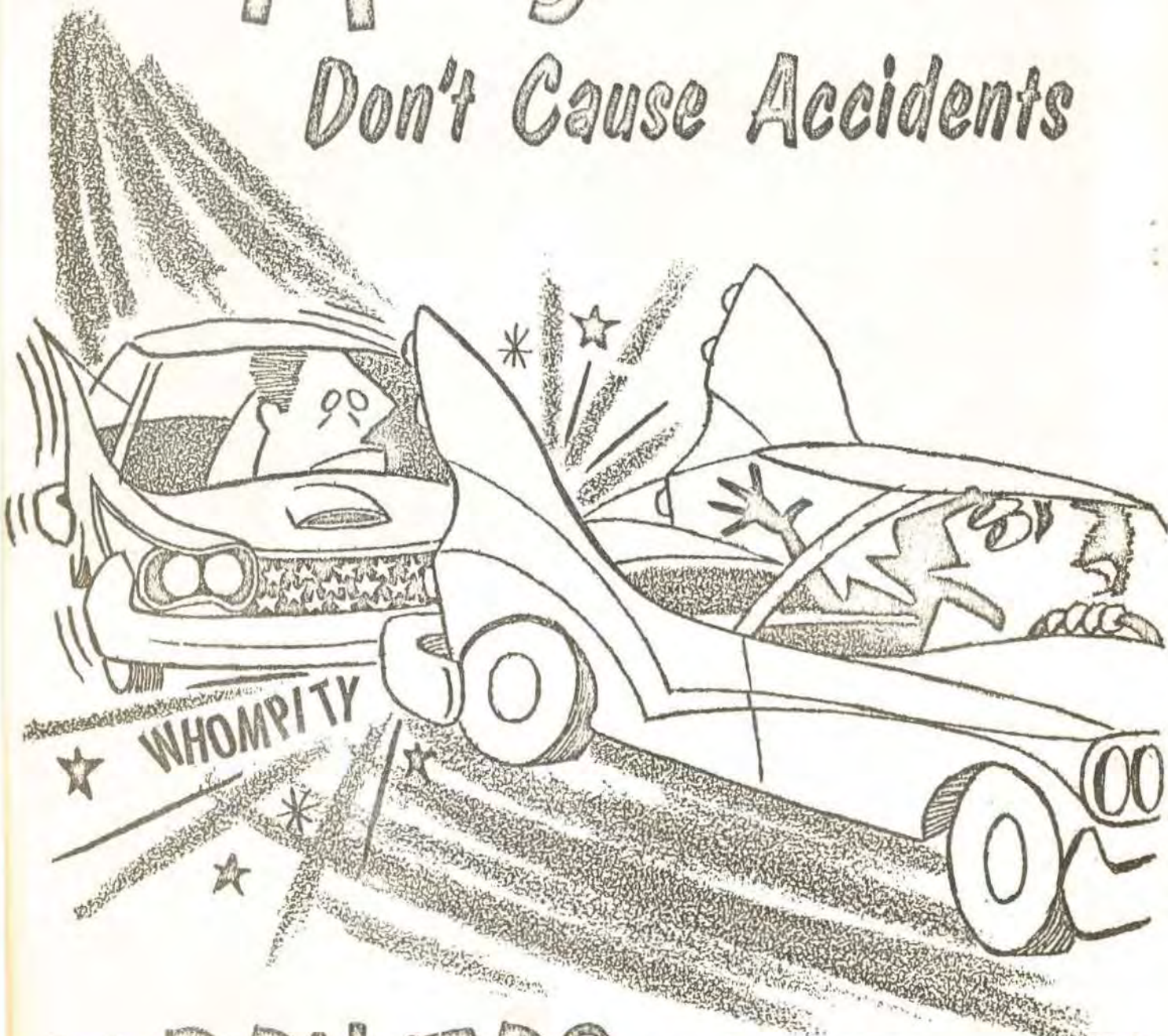
The freshman on the team of John Lawrence Fitzgerald, Jr., also a grad of the University of Kansas City Law School and a former football star. He will be working on enforcement initially.

Counselor Lane encourages visits from field personnel while they may be in the R. O. and as he says, "Come in to meet the other 50% of the team, the attractive gals of the department who are Betty Vogel, who runs the law firm, Beverly Polfer, Artye Marx, Sue Bambini and Carol Turrentine.

(If the gals could conduct the violations hearings there might be less resentment to the revocations, suspensions, and fines, eh?)

Slippery Roads

Don't Cause Accidents



It's DRIVERS Who Slip Up!