

# FLIGHT LINES

FEDERAL AVIATION AGENCY REGION 3



APRIL 1961



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**\*ON THE COVER\***

**KEN HALE, OPERATING**  
**THE PAR**  
**RECENTLY INSTALLED IN**  
**THE KANSAS CITY TOWER**

Story on Page 3.

**\*DIVISION REPORTERS\***

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**FROM THE REGIONAL OFFICE**

CODE OF ETHICS

Recently our growing organization forced us to move a small but most important part of our Regional Office Staff to temporary quarters in the Veterans Administration Building. In the chain reaction of occupying vacated space, which always includes cleaning out drawers and files, numerous objects came to light. Among these was a framed copy of the "Code of Ethics for Government Service." While we are sure that copies may be found on many of the walls of our various facilities, how many have read it recently?

To refresh all of our memories, this code of ethics is quoted below.

CODE OF ETHICS  
FOR GOVERNMENT SERVICE

**ANY PERSON IN GOVERNMENT SERVICE SHOULD:**

- I. Put loyalty to the highest moral principles and to country above loyalty to persons, party, or Government department.
- II. Uphold the Constitution, laws, and legal regulations of the United States and of all governments therein and never be a party to their evasion.
- III. Give a full day's labor for a full day's pay; giving to the performance of his duties his earnest effort and best thought.
- IV. Seek to find and employ more efficient and economical ways of getting tasks accomplished.
- V. Never discriminate unfairly by the dispensing of special favors or privileges to anyone, whether for remuneration or not; and never accept, for himself or his family, favors or benefits under circumstances which might be construed by reasonable persons as influencing the performance of his governmental duties.
- VI. Make no private promises of any kind binding upon the duties of office, since a Government employee has no private word which can be binding on public duty.
- VII. Engage in no business with the Government, either directly or indirectly, which is inconsistent with the conscientious performance of his governmental duties.
- VIII. Never use any information coming to him confidentially in the performance of governmental duties as a means for making private profit.
- IX. Expose corruption wherever discovered.
- X. Uphold these principles, ever conscious that public office is a public trust.

*Henry L. Newman*



# ON COURSE — ON GLIDE PATH

## DOWN THROUGH THE SOUP TO A SAFE LANDING WITH AN ASSIST FROM P. A. R.

By Marshall C. Benedict, RM-305

"Nan 138, this is Kansas City Radar final approach controller, how do you read?"

"Nan 138, read satisfactorily, loud and clear, over.

"Nan 138, this is Kansas City Radar, do not acknowledge further transmissions, unless requested to do so. You are 9 miles from touchdown point, maintain 2500 feet.

"You are now passing the outer marker, on glide path, on course.

"You are now passing the bluff line.

"You are now one and one-half miles from touchdown, on glide path, right of course, turn left to heading 182.

"One mile from touchdown, on glide path, 50 feet left of course, heading 182.

"One-half mile from touchdown, on glide path, turn right to 184.

"Over approach lights, on glide path, on course, heading 184.

"Over end of runway, on course, on glide path.

"Passing point of touchdown now. Contact Kansas City ground control 121.9 on completion of landing roll."

radar eyes as they make their IFR approach to terra firma, as a rule along the ILS (instrument landing system) path designated for that airport.

Properly designated as another safety feature provided by the FAA, Precision Approach Radar is just that, carefully monitoring the ILS approach being made by landing aircraft, and when necessary, advising the pilot if he should wander dangerously from the "on-course" path.

PAR is also important to pilots flying aircraft not equipped with currently operating ILS receivers and in this case the controller literally "talks-down" the pilot, giving him his direction and his rate of descent, right down and onto the runway if necessary.

Controllers have been instrumental in effecting numerous "saves" of aircraft having radio trouble or unscheduled procedures

Kansas City Tower IFR Room. Controllers Ken Hale at the PAR; Monte Bradford, Frank Pierce and Dale Alley at the Surveillance Radar Scopes.

The above is a typical "talk-down" for our FAA twin-Beech, Nan 138 returning to Kansas City under IFR (instrument flight rules conditions), to illustrate how the approach controller brings the aircraft down through the soup to a safe landing on runway 18 at Kansas City Municipal, through the use of PAR, Precision Approach Radar.

Under the watchful eyes of ATM's Approach Controllers beneath the tower cab, large and small aircraft alike (in fact any plane with a simple VHF receiver can avail itself of PAR), are monitored with





resulting from pilots having gotten themselves slightly lost. While few pilots will ever admit having been really lost, most will admit to conditions under which they were not too sure of their position. (There's a difference?)

What Makes PAR Work? Well, the gadgetry that puts the image on the screen is the equipment housed in that red and white striped building on the airport and off to one side of the instrument runway.

Housed in this building is a complicated looking lash-up of machinery bobbing back-and-forth and also up-and-down. The bobbing is done by two antennas, one scanning the azimuth (left-right) while the other scans in elevation (up-down). The azimuth scanner moves through a 20-degree travel while the elevation scanner travels from 1 degree below the horizon to 6 degrees above.

Transmission of what the scanners "see" is related to the IFR room of the tower and shows up in the form of dashes of light called "pips", on one or both of two 10-inch radar scopes, somewhat like the picture tube of a TV set.

The cover photo illustrates the appearance of the 2 scopes. This particular one is the Kansas City Municipal Airport unit. The scope on the right has a range of 10 miles and the one on the left 3 miles. An overlay is projected onto the scope showing the correct course and grills to indicate distance from touchdown.

Display of the approaching aircraft will appear first on the right scope and at a point 3 miles from touchdown the aircraft will appear on the left scope, a much enlarged scale for increased accuracy at the most critical point. Deviations of only a few feet from the normal are detectable on these scopes, enabling the controller to give advisories or actual headings to steer.

The lower part of each scope supplies continuous video information regarding the azimuth or runway centerline reference and range of the incoming aircraft, while the upper portion of the indicator supplies continuous video information regarding the elevation or rate of descent and range of the aircraft and its distance from the glide path/runway intersection. Proper positioning of the incoming aircraft along the center lines of the prescribed approach path will bring the aircraft to the runway for a safe landing.

Who's Doing the Talking? A word about the controllers who sit in that warm, dark room perhaps monitoring a good run, or perhaps telling the pilot how he is doing. This, like most every other skill in the FAA today, requires special training before doing it for keeps. Tower operators, in

Azimuth and elevation antennae assemblies which pick up the signals of landing aircraft.





order to qualify as PAR controllers, must first learn how to operate the equipment and then each controller must have "made" at least 40 practice approaches before taking over for real. Pilots of aircraft approaching an airport which is about to provide PAR service are used to being asked by the tower if the controller may "shoot a practice PAR". During good weather, of course, pilot cooperation is splendid in helping the controllers become qualified and these practice runs also provide an excellent check on the accuracy of the equipment.

It's No Good if it Isn't Working. Maintenance of this PAR equipment in continuous working order as well as keeping it within the precise tolerances necessary for safe approaches is the responsibility of F&M's Maintenance Branch Electronics Technicians who are on call at any hour of the day or night. The local ATFO personnel at airports where PAR equipment is located are the ones normally responsible for keeping it ticking.

Precision Approach Radar facilities in our 3rd Region are located at Kansas City Municipal, St. Louis Lambert Field, Chicago's Midway, Indianapolis Weir-Cook, Minneapolis-St. Paul International and Detroit's Willow Run.

For an example of how we tell the public about the operation of such services, turn to pages 18 and 19 for a picture story of the St. Louis Precision Approach Radar in operation.

This, then, is PAR - another FAA service designed to make aviation safer for those who fly.



#### RE: MAIL BOWLING

Shown in the picture below is the first championship team of Mail Bowlers. The team as shown was composed of (left to right) Moline, Illinois, CS/T Ralph Wagner, Frank Dunlap, Church King, Leo Brancato, and not shown, Roger Massey. (Entry total 694) Actual Series 781 plus 214 handicap - TOTAL 995.

The individual Hi Game winner was James Murray, ATCS OMA RAPCON; and the individual Hi Series winner was John Duffey, ATCS MKE TOWER; scores 216 and 547 respectively.



#### TASK FORCES

Administrator Halaby has announced the organization of two task forces established at the direction of President Kennety and concerned with the nation's aviation developments in the 1960's.

One task force known as "Horizon" will study and recommend national aviation goals for the period 1961 to 1970. The other task force, a technical one, is known as project "Beacon". This one will study the problem of air traffic management and recommend a system to insure the safe and efficient utilization of the nation's air space.

Chairman of project "Horizon" is Fred M. Glass and chairman of project "Beacon" is Richard R. Hough.





## FLIGHT STANDARDS



Since I last addressed you in FLIGHT LINES, I have improved my travel picture somewhat with trips to Los Angeles, Wichita, Des Moines, Minneapolis and Cedar Rapids.

In Los Angeles I had a very informative visit with Mr. Putnam and his group. I acquired several good ideas that should be helpful in the operation of Flight Standards in Region 3. I came home encouraged that we have, indeed, made much progress and in some respects have already solved problems that face some of the other regions. However, we still have a long way to go. One of the major items facing us is the configuration of the field organization.

Mr. Bakke has called a Division Chiefs meeting in Washington for April 24 and 25, at which the principal item of discussion will be the Area Test Plan and how it is progressing.

I am pleased that we were finally able to fill the Supervising Inspector vacancies at the Milwaukee and Chicago General Aviation District Offices. George Wagner was selected for the Chicago position and Edwin Michelsen for Milwaukee. At this writing, we have not made selections to fill in behind these two supervisors. I would like to offer them my heartiest congratulations.

Our staffing in the Region has been improving and, as of March 31, we were down to 49 vacancies. Because of the number of selections made and the roadblocks such as classification and organization problems that have been resolved, I anticipate further substantial progress in filling our vacancies.

At this point we have the fewest number of vacancies of any of the regions and I

believe that the hard work of the Branch Chiefs and the Personnel Office is responsible for our position.

*Edward P. Marsh*

### WELCOME

John J. Lyness has joined the other Manufacturing Inspectors at Flight Standards District Office #41, Muskegon, Michigan.

Helen E. Adams is our new "mail gal" in Engineering and Manufacturing Branch.

Albertine P. Franz has returned to the FAA and is working in the Flight Test Section.

We certainly do welcome these new employees and hope they will like their work and us enough to remain a long time.

### FIELD TRIPS

Your correspondent has in the past raised a question as to workload handling by Regional Office personnel. At that time it seemed to be a valid question. We in the Maintenance Branch, and I am sure that it is equally true of the other Branches and the Division, all have their difficulties in meeting deadlines.

We have set up a travel plan to visit the district offices and to meet our new inspectors and become acquainted. Plans are in the mill to visit the offices that have been missed in recent months. We hope to be able to tell you where our new inspectors are located and give you some of their background in an early issue of FLIGHT LINES.



Lake Central Airlines was the host air carrier for the Federal Aviation Agency's Overhaul Allocation Conference held in Indianapolis on April 5 and 6 at the Hotel Washington.

Representing FAA's Washington office were G. C. Prill, Deputy Director, Bureau of Flight Standards; A. L. Coulter, Chief, Safety Regulations Division, and K. Neland, Safety Regulations Division. Region 3 representatives were L. R. Eichem and Fred W. Zellmer.

Also attending were members of the engineering and maintenance staffs of the following airlines: American, Eastern, Frontier, Lake Central, Mohawk, Trans World, and United. Representatives from the Air Transport Association and the Allison Division of General Motors were also present.

The purpose of the meeting, according to R. W. Clifford, Vice President-Operations, Lake Central Airlines, was "to explore reasonable ways and means of establishing overhaul time limitations and inspection intervals for airframes, engines, propellers, appliances and components thereof, on aircraft which have been transferred from one air carrier to another under sale, lease, or other arrangements."

This is the first meeting of this type to be held in the United States, according to Clifford. Approximately 35 people were in attendance.

W. Lorene Neptune and Donna Heavener, two of the mainstays of the maintenance crew, went "far up" and "way out" with Mr. Ireland and other notables of FAA. This was Donna's first flight, and her thrills and chills were many, but W. Lorene, being a seasoned traveler, helped her over the rough spots.

Both reported a wonderful time at the St. Louis Flight Standards District Office.

They were dined and treated fine and can hardly wait for another day away from it all.

Had the weekend weather permitted, some of the FS-3300 WEEKEND ATHLETES might have shown up Monday morning with alibis, aching backs, and red faces. As it is, there are some red faces, not from any strenuous physical activity, but from the effort to beat the Budget Deadline.

### AIRCRAFT MANAGEMENT

In the last issue of this journal, the "What, Who and Why" of the Aircraft Management Branch was explained in broad general terms. We would now like to introduce you to some of our leading personalities who are the real important people behind the scenes in the production of the Aircraft Management Branch programs.

The pulse and heart of the Aircraft & Avionics Maintenance Section is the Maintenance Hangar at Fairfax Field, Kansas City, Kansas. For many years, the guiding light, father-confessor, whipping boy, bird dog, or formally known as Superintendent of Maintenance, is our loyal, dependable Lawrence A. Bichlmeier, more commonly known as "Bick".

In the organization of the hangar are four Units to assist Bick in managing the Maintenance Program for our ten DC3s and two Beechcraft aircraft. The Avionics Unit consists of 22 Electronic Technician Specialists whose primary responsibility is for continued maintenance and testing of highly complex avionics gear used in our fleet of aircraft for measuring to very fine tolerances, the performance of all ground-installed air navigation facilities in this Region. This Unit is capably "Chiefed" by Clyde Hanft.

The Aircraft Unit, which has prime responsibility for continued inspection and maintenance of our aircraft fleet is



"Chiefed" by "Doctor" Bill Knoth. Bill, by his long experience, understands and diagnoses the ills and ailments of our DC3s and Beechcrafts like a top notch country doctor. Assisting Bill in this Unit are 23 other experienced mechanics and technicians.

A third and most important Unit is Quality Control, the inspectional team that "watch dogs" the standards and quality of the hangar production and performance. This Unit of 7 personnel is "Chiefed" by Al Michaelis, one of Bick's older, experienced personnel. This Unit, because of its inspectional responsibility, is under the direction of the Section Chief, Gerald Krehbiel.

Last, but far from least, is the necessary Equipment & Support Unit. By this Unit's title, it can be realized that its efficiency and operation directly affects all other Units in their accomplishments. This Unit of nine personnel is ably, but recently, headed by Elmer Batchelor.

These are only a few personnel of the many at the hangar who, by their team spirit and loyalty, have demonstrated superior accomplishment in the maintenance of our aircraft and equipment to reflect maximum utilization of our aircraft fleet.

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#### More Moves for Flight Standards Personnel Transfers and Promotions in the Operations Branch Again Make the Headlines

Hank Hubbell moves to warmer climate in Region 2, having been promoted and assigned to the Shreveport General Aviation District Office.

Walt Cederlund sets his gyro in an easterly heading with a Washington destination, his assignment being in FS-27. Both of the above gentlemen leave vacancies in our St. Louis General Office.

Wes Murphey is moving from the Grand

Rapids Office to the Kansas City, Kansas General District Office.

Bill Wagner terminates his detail at the Chicago General Office and now becomes a permanent member of the Chicago family, having been selected to fill the Supervising Inspector position at that office.

Bob Shindler of the Ypsilanti Air Carrier District Office moves to the Regional Office to fill Rog Bogg's vacancy. Rog is heading for an assignment in FS-420, and should arrive in Washington in time to participate in the Cherry Blossom Festival.

Dick Hopkins of the St. Louis Air Carrier District Office changes his "Inspector" title to "Airplane Specialist" in the Aircraft Management Division in Washington.

Andy Miller is transferring from the Washington Office to fill the Supervising Inspector position in the Minneapolis Air Carrier District Office.

Miss May Ruckle transferred from the Defense Atomic Support Agency to the clerical vacancy in the Regional Office - General Operations Section.

There will be more next month concerning the assignments of the new people we are now hiring through the recruitment process.

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#### NEW RESPONSIBILITY

United Airplane Sales, Inc. Flight School in Wichita has become the third flight training center in the U. S. to win authorization from the FAA to graduate students as certified private pilots. Formerly, FAA-designated pilots were required to give final performance check rides to student pilots on completion of the flight course. The Wichita school currently has approximately 100 students working toward certificates up to and including the Air Transport Rating.



# PROJECT AIR SHARE

## REGION 3's MEETING HUGE SUCCESS

Project AIR-SHARE had been planned for sometime by representatives of the Washington Office as a means for civil airmen to share with FAA in the responsibility and rewards of air safety.

The purpose of the meeting was to allow the general public to air views as to possible additions or deletions of regulations, and for the FAA to share the benefits of these suggestions with the operators, pilots and aircraft owners. One such meeting was planned for each of the six regions.

The aviation public was advised, through publications both from within and without the FAA, of these meetings, and we were pleased at the representation at the Third Region meeting in Springfield, Ill. Approximately 250 operators, pilots and aircraft owners flew into Springfield that morning, flooding the airport with traffic and reducing the parking area to a minimum.

Through the cooperation of the Illinois State Aviation Commission, 18,000 notices were mailed out to persons interested in aviation within the State of Illinois.

In addition, the Aviation Directors of all states in the Third Region had been contacted, requesting their assistance in calling this meeting to the attention of aviation in their areas.

The agenda for the meeting consisted of 8 items for discussion, which included: Written Examinations; Instrument Ratings; Flight Instrument Privileges, Student Pilot Supervision and Flight Instruction; Renewal of Airman Certificates; Type Ratings; IFR Take-Off Weather Minimums; Limited Pilot Certificates; Aircraft Ratings; Open Discussions.

The meeting assembled at approximately 9:15 that morning when Mr. Henry L. Newman, Regional Manager welcomed the

guests to the meeting and explained in general terms the reason behind this innovation of inviting the public to participate in free discussion of items which might require regulatory changes with the increase of aviation activities.

Mr. Newman then introduced Mr. Robert Reynolds, Special Assistant to Mr. Pyle, who then gave the group a resume of Mr. Halaby's philosophy and desires for a coordinated effort by FAA and the public to make aviation safe and more practical for the average aircraft user.

Other representatives from the Washington Office included Mr. Al. Coulter, Chief of the Regulations Division; Mr. George Childress of the Operations Branch, Regulations Division; Mr. William Clifton, Chief of the Flight Standards General Operations Branch.

All in all, we consider the AIR-SHARE meeting a success from the point of public interest and attendance. Therefore, we anticipate there will be further AIR-SHARE meetings with other agenda items which will be of interest to various phases of aviation.



Washington personnel conducting the meeting were, left to right: William Clifton, Al Coulter, George Childress, Don Gretzer, and Bob Leary.



## CAREER EMPLOYEE RETIRES

Omaha, Nebraska, was the scene of a recent occasion marking the retirement of Mr. James H. Townsend, SES of Airways Technical Field Office No. 62. The retirement dinner for "Jim" was attended by some 65 fellow employees and their wives, some of whom have been his associates for more than 25 years.



Shown here is Don W. Lowrey, Omaha ATDS presenting SES James H. Townsend with a congratulatory letter from the Regional Manager, which accompanied a 25-year pin. Mrs. Townsend is beside Jim, and the luggage in the foreground was presented to them by the group who attended the dinner.

During the course of events of the evening, several Supervisory Electronic Specialists related their feelings regarding Townsend's service and extended their warmest wishes for a long and happy retirement. Also Mr. W. R. Turpin of the R. O. and Mr. Don W. Lowrey, ATDS of ATD-6 commented briefly on his dedicated service in the Agency and expressed hopes that the heritage Jim leaves will be a challenge to all who have known him during his eventful career.

Mr. Townsend has been employed by the FAA as Supervisory Electronic Specialist at Eppley Field for many years and as such held responsibility for maintaining continuous and reliable operation of many air navigational and traffic control aids, in-

cluding the Instrument Landing System, VHF Omiranges, the Approach Lighting System, the Flight Service Station, and Control Tower. He is one of a small group of dedicated expert technicians who established and maintained the early electronic systems along the federal airways some 25 years ago.

Mr. and Mrs. Townsend have not definitely planned their retirement home, but a milder climate is the goal of the near future. In Jim's words, "I plan to find a place where it doesn't snow in April."

## NEVER TOO OLD TO LEARN

The jingle below was written by Mrs. Lydia Jensen, wife of a Professor at the University of Wisconsin at Madison. She learned to fly after being close to being a sexagenarian. Good trick if you can do it - and she did!

Cheers to.....

The boys in the Tower who goodness knows  
Were patient with my touch and goes

In all those months of student struggle  
When my controls I learned to juggle,

When runways seemed to me a maze  
And I was always in a daze;

When jets and scorpions and DC 3s  
Appeared to me as thick as bees,

They took me kindly by the hand  
Whenever I came in to land.

Many thanks.

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FAA is having five of its Convair 440s converted to turboprop powerplants by installing Allison 501-D13 engines and Aero-products propellers. Work is to cost \$3 million and will be completed by mid-October.



# EMERGENCY READINESS

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Will nuclear bomb radiations contaminate our food and water? What about food on the shelf, unharvested crops, livestock in the open fields. These are good questions.

Remember that most alpha, beta, and gamma radiations come from the radioactive material in the bomb which are scattered abroad in the fallout from the mushroom cloud. As long as this fallout material remains on or near food, naturally it will continue to bombard that food with radiation. But as long as this fallout material itself doesn't get inside you, the food isn't harmful.

For example, animals out in open fields may receive a lethal dose of radiation as a result of heavy fallout. If fallout particles cling to the hides of such animals they must be removed. Once you have washed and scrubbed the hide to remove the worst of the fallout particles, the animal can then be skinned and the meat will be safe to eat. You should always monitor the meat to be sure that particles have not accidentally been transferred to it in the skinning process. Such spots can be located with a geiger counter and cut out.

Food, whether packaged or unpackaged, will be likewise affected. The packaged food can be washed down, monitored to test the thoroughness of this washing, then opened and eaten. Unwrapped food may have to be cut down to remove the outer surface to which particles continue to cling or are imbedded. Fruit which can be peeled will be undamaged inside. Naturally you have to use care in handling such foods lest you get the particles on your hands.

Wear rubber gloves and wash your hands thoroughly afterwards.

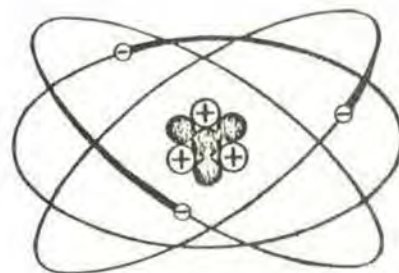
Thus, if the fallout particles on the outside of food are removed, the food is safe to eat.

Canned foods are so easily washed that it is recommended you stock your shelter with this type of food supply. Food in glass jars will be safe to eat provided you wash all the contamination off the jar so that none will accidentally fall into the contents.

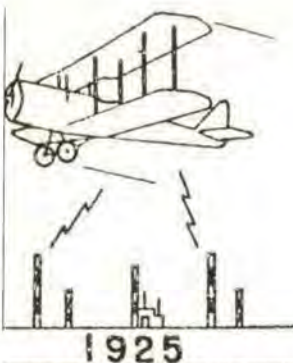
Drinking water is thus not hurt simply because it has been irradiated. However, fallout will settle on open sources of water such as lakes and rivers. If you have to use such an outside source, try to get your water from a point about 2 feet below the surface and as far from shore as possible. Light fallout particles will float, the heavier ones will settle to the bottom.

In storing water in your shelter, plan on at least one gallon of water per person per day to meet all needs.

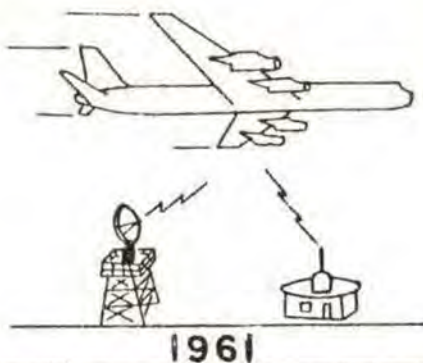
If you have a geiger counter with which to check your food supplies and you get a reading of less than 3 mr/hr at the surface of the food it is safe to eat this food for as long as a ten day period. If the reading is less than 1 mr/hr, you can safely live on this food for 30 days without harmful effects.







1925



1961



TOMORROW

# AIR TRAFFIC MANAGEMENT

*"FAA's MOST CHALLENGING MISSION"*

Although the editorial deadline has arrived for the April issue of **FLIGHT LINES**, it has actually only been a little more than two weeks since we submitted the material for the March issue, due to an extension of deadline time granted in the latter instance and the insistence of the Editor's Office (RM-305) that all contributors meet an earlier submission date for the April issue.

Due to the short time that has elapsed since the March publication, we have a rather limited supply of material now available for the April issue, and the ATM section will reflect a "lean look." We will list some of the activities concerning our Division which have either already taken place or will have occurred by the time the April issue reaches the field.

## USAF "THUNDERBIRD" Planning Conference

A meeting between representatives of our Washington BATM office, USAF Headquarters, Tactical Air Command, the USAF "Thunderbird" jet aerobatic team, and various military and civic sponsoring groups in the Region which are planning air shows during the coming months at which the "Thunderbirds" will perform, will be held at the Central Altitude Reservation Facility (CARF) Conference Room, Kemper Bldg., 720 Delaware Street on April 11-12.

Representatives from our Procedures Branch (AT-3300) and our Air Traffic Area Supervisors from Kansas City, St. Louis, Indianapolis, Minneapolis, Chicago and Detroit will attend this meeting to coordinate and work out the necessary procedures for the issuance of waivers to Civil Air Regulations, Part 60, for the

conduct of the "Thunderbird" air shows and to acquaint the various sponsoring groups at Region 3 locations where these air shows will be scheduled with the special requirements that must be met for handling crowds, parking of automobiles, airport marking and other details to provide for maximum safety of operation.



With summer weather not too far away, we can expect the air show season to get under way soon and our ATAS will be involved with processing and issuing the necessary waivers and special operational procedures required for these events during the 4-month period June through September, plus monitoring the events.

The USAF "Thunderbird" jet aerobatic team is one of the most popular military air shows and there are a number of communities in the Region that are planning to book them as the principal attraction at special aeronautical events for their localities.

## RATMS CONFERENCE

As was indicated in the March issue, we will be holding a meeting of all Resident Air Traffic Management Specialists (RATMS) from the 10 military bases in Region 3 on April 13-14. Representatives from the Washington BATM office and the various Branches in our Division will attend this conference, the purpose of which is to re-define the scope of the RATMS job in terms of including additional duties and responsibilities. Our RATMS from Ellsworth AFB, Schilling AFB, Whiteman AFB, Scott AFB, Bunker Hill AFB, Minot



Grand Forks, K.K. Sawyer, Kincheloe, and Selfridge AFB's, will be in town for this affair.

#### ATM FACILITY CHIEF CONFERENCE

Although it is presently only in the preliminary planning stage, plans are being made to hold a Region 3 ATM Facility Chiefs Conference during the latter part of May or early in June. Inquiries have been sent to two or three potential locations in the Region where we feel the conference might be held, to ascertain the availability of hotel and conference room space, etc., and a committee has been appointed within our Division to develop the plans and program for this project.

When you consider the size of the group involving all our facility chiefs (centers, towers, CS/T's, RAPCONs, FSS and CARF), this type of project represents quite an undertaking and a lot of work must be done to get it set up. We want to emphasize that this conference is still tentative and will depend on whether sufficient funds will be available in our fourth quarter fiscal program to underwrite the cost, which will be no small item of expense.

In the meantime, we can hope that it will work out satisfactorily and will keep you advised as further developments occur.

#### NEW ASSIGNMENTS

A number of changes in key personnel in the field and in the Division Office have occurred since the March issue went to press.

Joe Schmidt, formerly BIS FSS Chief, to OMA FSS Chief.

Ross Hall, formerly at SLN FSS, to JMS FSS Chief (vice Harold Michael).

Harold Michael, former JMS FSS Chief, to JOT FSS Asst. Chief.

Ken Anderson, formerly SGF CS/T, to PIR FSS Chief (vice Stinson).

Marion F. ("Cap") Stinson, formerly PIR FSS Chief, to JOT FSS.

Frank Gineman, formerly CGX TWR Chief, to Pontiac TWR Chief.

Note: Schmidt's move from BIS to OMA will fill the OMA FSS Chief vacancy created by Charlie Schwab's retirement, effective 4/30, which was announced in last month's issue.

Stuart D. Sisson, from Washington BATM Operations Evaluation Div. (AT-20), will fill a vacancy in our Operations Evaluation Branch (AT-3020). "Stu" formerly was in AT-3020 before he moved up to the Washington Office some two years ago.

Don Beswick, formerly in ORD TWR, will move into a position in our Airspace Utilization Branch (AT-3100).

Gene Balachowski, formerly at NAFEC, Atlantic City, will also move into the Airspace Utilization Branch. Gene was at the Indianapolis ARTC Center prior to transferring to TDC (CAA) at Indianapolis and thence to NAFEC (FAA). Don Beswick also did a tour with TDC/NAFEC before he came back into the Region at ORD TWR.

#### "RINEY DAY"

March 30 was the day that a farewell and retirement luncheon was held at the Black Angus Restaurant for Earl Riney, Chief, Program Plans Section (AT-3035). Some 80 representatives of our ATM Division and various other segments of the Regional Office attended this function.

Earl was presented with a Skil Saw, with attachments, and an electric drill for his home workshop, and Mrs. Riney received a gift bond from our Division members as "going away" presents.

Bob Ziegler, Assistant Division Chief, did a very creditable job as MC to launch Earl on the road to retirement, which became effective at COB March 31, terminating some 30-1/2 years of CAA/FAA



service. Bob cited some excerpts taken from Riney's personnel file to illustrate his always interesting and never dull career in the Agency.

Riney outlined some ambitious plans for his future activities, including work in real estate, the dental supply business, and handling interior decorative supplies, and we hope they bring him a full measure of success.

### VISITS

Since the March issue went to press we accomplished visits to Chicago, Kalamazoo, Detroit, Flint, Saginaw, Lansing, and Ft. Wayne in conjunction with our attendance at the April meeting of the Chicago and Detroit ATC Advisory Committees on April 4 and 6, respectively.

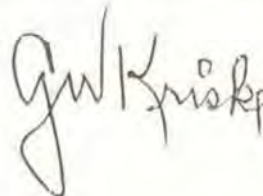
As soon as the Spring (7) weather starts to settle down a bit, we intend to visit a number of field facilities in other parts of the Region.

### FACILITY CHIEF BIOGRAPHICAL SKETCHES

Starting with next month's issue, we are planning to run a series of brief biographical sketches on each of our ATM Facility Chiefs. This series should give us all a better acquaintance with these "head men" who are responsible for running our field facilities. We think it is more appropriate to publish this type of biographical data while the subject is still an active member of our ATM organization, rather than waiting for an event such as retirement or other reasons to bring the biography to light.

We are asking each Chief, in a memorandum to the field, to furnish us with some up-to-date information to supplement the data contained in the Personal History cards on file in the Operations Management Section, plus a recent photo (some of those we have on file are dated many years ago).

This series should give you some interesting dope on some interesting people - watch for it!



### FAA DOINGS

FAA on April 17 started a 15-week air traffic control training course for 20 Air Force controller candidates. Program could lead to FAA training of 500 to 1000 military controllers a year. Course includes 10 weeks of classroom and laboratory instruction at FAA's Oklahoma City Aeronautical Center and five weeks of radar training at Keesler AFB, Miss.

Final rulemaking which takes effect April 6 lowers the floor of the continental control area from 24,000 to 14,500 feet and establishes the long-planned intermediate altitude airway system between 14,000 and 24,000 feet. General aviation wins right to use the lower-altitude VFR minimums - three miles visibility and distances of 2000 feet horizontally, 500 feet under and 1000 feet over clouds - at 14,500 feet and below.

FAA and the Weather Bureau have embarked on a joint program of offering new "personalized" pre-flight weather briefing to the nation's pilots. When fully operational late this year, the program will make available to pilots for weather briefings some 4000 Flight Service specialists at 330 Flight Service Stations and 80 combined FSS/tower facilities. Weather Bureau offices will continue to provide weather data, forecasts and briefings at their 240 airport stations.





### DETROIT

The unidentified dignitary with the shovel performed the unofficial ground-breaking ceremony for the new FSDO building at Willow Run Airport, Detroit, Mich., on March 10, 1961. Lacking, however, was the usual ticker tape, balloons "big Wheels", movie starlets, (too cold for bathing suits) and the "silver shovel" too small a budget). So a rusty old shovel was wielded by an equally rusty old shoveler, and dirt was turned to start construction on the new building which is to house General and Air Carrier offices.

This unofficial act was performed as we are becoming more anxious to have the building started, and it was felt this might give the contractor the hint to start construction or this character might proceed to do the job himself. You can tell by the picture that Ed Schaeffer, Supervising Inspector at 3-5, is about to do an awful lot of work.

The new building will contain 20 offices; 3 secretarial offices; 2 reception rooms, an examination room; and a lobby. It will be of modern brick and glass construction 58x86 feet and of the one-story type. It will be air conditioned throughout.

### INFORMATION PLEASE !

In an effort to provide the most interesting and meaningful regional publication for all employees, the editors of **FLIGHT LINES** are asking for your comments and ideas. We sincerely hope you will all take the few minutes needed to indicate your thoughts.

1. Do you read each issue? \_\_\_\_\_
2. How much of the magazine do you read? \_\_\_\_\_
3. Where do you turn first? \_\_\_\_\_
4. Do you find information about Divisions other than yours interesting? \_\_\_\_\_
5. Is information about your Division what you want to know? \_\_\_\_\_
6. What would you do to improve it? \_\_\_\_\_

7. Do you consider **FLIGHT LINES** worthwhile? \_\_\_\_\_
8. Any other comments? \_\_\_\_\_

Please cut out and forward to RM-305 promptly. You need not sign unless you wish.





PLEASE - Turn back the page!

Fill in the employee survey form while you are thinking of it, and  
forward to RM-305.

Help us provide you with a better publication!



## AERONAUTICS TOASTMASTERS CLUB 559

Aeronautics Toastmasters held their semi-annual election of officers at the regular meeting on Tuesday, March 21, 1961.

The newly elected officers who will assume office for the 6 months period following April 1, 1961, are as follows:

Charles Baker	President
Mark Baldwin	Educational Vice- President
Louis Robinson	Administrative Vice- President
Jim Lindsey	Secretary
Clyde Humphreys	Treasurer
Captain Ted Ferry	Sergeant-at-Arms

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A conference of all FM-3100 Airways Technical District Supervisors and their deputies was held in Kansas City during the week of March 27.

The above photograph contains reasonable likenesses of these field representatives, part of the Maintenance and Materiel Branches office staff and the new chief of the Maintenance Branch, Mr. Nelson F. Barritt. Mr. Barritt is third from left on the front row. On Mr. Barritt's left is Mr. Burke G. Braithwaite, Chief of Materiel Branch, FM-3200.



# SECURITY

## LOOSE TALK AND SECURITY PRACTICES

Guards, walls, fences, safes and other physical security controls and safeguards cost thousands of our taxpaying dollars. This is to no avail unless we who work with Classified Defense information carry our responsibilities squarely on our shoulders and do not let them slip off and drop to the floor. There are many security practices which are quite obvious to us, such as locking a safe or giving classified information only to an individual holding the appropriate security clearance. But what about other precautions we gloss over in our concentration on getting a job done?

Loose talk. We heard plenty about this subject during war time and everything we heard is still applicable today. There is still considerable activity by other countries to ferret out secrets which are vital to the Defense of our country. Loose talk has always been excellent source of information for an enemy. This is one of the simplest sources of information with only a minimum chance of detection.

Therefore we must exercise extreme caution not to discuss classified information where uncleared or unauthorized individuals might overhear our conversations. Always check inside and outside of offices, conference rooms or work area before discussing classified information. Classified information must never be discussed in hotel rooms, public conveyances, at parties or at home with friends or families. Those we know the best may be tempted in all innocence to pass on as harmless gossip some piece of classified information they overheard or were told.

Do not assume that an individual has a security clearance simply because he works

for the FAA or because he says he is cleared. We have a number of employees who do not have a security clearance, nor will they be processed for one, for it is not required by their jobs.

Other employees think they have a security clearance carried over from previous employment with another agency. If they did have a clearance it was cancelled when they terminated.

If you are in doubt about an individual's security clearance status, consult the Regional Security staff or the official Security clearance records maintained by the Division or Branch or Field Office. It is your personal responsibility to assure yourself that classified information is disclosed only to an individual having an appropriate security clearance.

Another Do Not rule to be followed by personnel who select or have knowledge of the three numbered safe or lock combinations is: Do Not select combination numbers involving multiples of 5, single ascending or descending arithmetical series, telephone or room numbers, street address numbers, birth or anniversary dates, etc. Do Not record the numbers on calendars, blotters, etc. or keep them in wallets, desks, etc.

A combination written on a piece of paper automatically means that the paper must be marked with the highest classification of the contents of the repository and the paper safeguarded accordingly. A professional can easily break a code or can pick your pockets.

Good security will be maintained if all of us conscientiously apply these easy-to-follow security guides and rules.

Let's Stay Security Conscious!





FOCUSING ON



### THE FAA GOES ON TV

Pilots and tower controllers at St. Louis Lambert Field became actors for a day last month when a camera crew from KMOX-TV filmed a sequence on the FAA Precision Approach Radar unit. The result was a fifteen-minute showing on KMOX-TV "Good Morning, St. Louis" show telling how the PAR in the St. Louis tower is used to monitor instrument approaches to the airport.



Below - on location. Cameras grind while Marshall Benedict and Bud Raymond, Tower Chief, are interviewed by Commentator Curt Ray.

Top photo shows the Flight Standards DC-3 used for the filming, parked in front of the tower at Lambert Field.

Middle photo shows the DC-3 crew, (actors today) Eugene O'Toole (left) and George Ireland ready to give the camera a good run







Left - Pipe the pilot! Dave Allen, hero of KMOX-TV's Popeye Show, tries out the pilot's seat, much to the amusement of Eugene O'Toole, while KMOX-TV commentator Curt Ray carries on the narration.

Below - Flight Standards DC-3 completing a PAR approach for benefit of the newsmen. Building in foreground houses the antenna equipment.



Left - "On course, on glide path." Pilot's view of PAR approach down the instrument runway at Lambert Field.



# FACILITIES & MATERIEL

## FIELD DIVISION NO. 3

Recent visits to Kansas City by F&M personnel, as well as the absence from the office of Regional Office people (especially when you are looking for them) are sure signs of spring. Restless from a winter of mixed-up weather and tired of long hours of pouring over plans and specifications for work to be done this summer, we're going to join the travelers on a planned itinerary basis. We'll try to send word of our general area of travel about a week in advance. The trips should begin in May and last through September, with our northern states coming in for several visits. We will be interested in hearing of any meetings that are being set up where several facilities will be represented. If we know about them in time, we can arrange our itinerary to be there and thus meet more people in a shorter length of time.

Washington has started on the prowl also, and we can also expect to see more people from the "Head Shed" than before. Many of these persons are gathering data that are essential to the Washington chore of budget preparation, and they need our help. We in Kansas City try to show them everything we can so their job can be easier. We urge you to do the same because they perform a real service in Washington for us.

Anyone who has been to Washington recently knows what a frantic time of year it is when budgets are being developed.

On April 12 I was able to go to Washington during the period of review of the "E" programs. Alan Glass and Floyd Emanuel had been there for a couple of days and told me that Region 3 is somewhat ahead of our goals on Establishment work, and such news is always good.

The next day I was afforded the privilege of spending considerable time with Mr. Joe Tippetts, FM-1, Director of the Bureau of Facilities and Materiel. It was a day long to remember on my part, in that I gained some insight and appreciation of the problems that face his office during one working day.

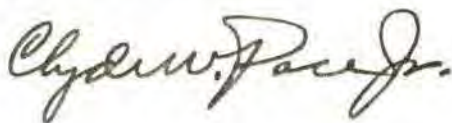
In order to keep abreast (much less ahead) of the requirements presented to him each day, Mr. Tippetts' day starts early and runs late. For Al Horning (FM-4000) and me to see Joe "T" for a maximum amount of time, we met him at 7:00 a. m. for breakfast and stayed with him through a myriad of problems of various types. Geographically, the problems ranged from Alaska in one breath to Florida in the next. Technical details and humal relations problems emerged indiscriminately as the responsibilities of the huge Bureau were tested and reviewed for sufficiency of performance.

A Bureau Staff meeting with the Program Division Chiefs and major Staff representatives climaxed the day for us "Field" types and at 5:30 p. m. we left the office of the Bureau Director. Mr. Tippetts was still there, having ushered in Mr. J. Meisel of Personnel & Training, and his day was thus being extended well beyond any normal eight hours. A large pile of correspondence was awaiting his perusal and signature. Reports and documents from various offices were stacked up for his absorption in that committee hearings "on the hill" were going on and he had to maintain himself in readiness to be called upon in the Agency's presentations.

We country boys were glad to reconfirm



our flights out of DCA and think about coming home. A new respect and admiration for our Washington Staff were gained on this trip. In my opinion, these people are on the "front line" every bit as much as those of us in the Field organization. It may be a different type of "front line," but I can assure you it is every bit as hot a "firing line" as anyone of us has in the regular performance of our daily tasks. I say, "Hats off to Washington." It's time we recognized the yeoman service rendered by our people "back there."



#### MATERIEL BRANCH REPORTS

Many articles which we have read in recent months have stressed the increase in facilities, the greater complexity of equipment, and the increased need for technical personnel in FAA. Recent figures being bandied around show FAA's total personnel has increased from 17,000 to 38,000 in a period of a few years; that the Regional complement has increased from 2,500 to 6,000 in the same period; and we have visible proof that the Regional Office complement has gone from approximately 235 to 625.

We'd like to throw a few more figures in the hat. They may contribute further meaning to our explosive growth.

Air Navigation Facilities existing at the close of FY 1956 were 990; by the end of FY 1961 this will have grown to 2,219, and is projected to 3,706 by 1965. Equipment types programmed increased from 60 in FY 1957 to 502 in 1961. And line items of replaceable parts in the system have increased from 9,000 in 1957 to over 100,000 in 1961.

Burke Braithwaite recently attended a conference conducted by Peter Caporale, Chief, Systems Equipment Division. Pete was commenting on a previous statement made to the effect that in FY 1960, FAA commissioned 405 facilities - much better than one a day. He wanted to clarify the statement. He said "Work capability is frequently considered to be synonymous with resources. We do not have the resources to commission a facility a day, but we have the capability. We achieve the capability, without resources, by a mixture of magic and genius."

The "magic and genius" of yesteryear has also been called by some "Blood, sweat and tears". Whatever you call it, neither magic, genius, blood, sweat, nor tears would have been effective without a strong sense of teamwork which transcended former division lines.

That all-important element of teamwork which became more and more difficult to maintain as the organization grew and problems became increasingly difficult suddenly finds itself rejuvenated as the Field Organization of Facilities and Materiel begins to take shape.

As we see its formulation from the whip-lash position, we feel that a very creditable job has been done in aligning the important program functions of Airports, Establishment, Maintenance, and Materiel into a single support outfit with common objectives.

Although the new outfit has not been completely formed, we can see daily signs that the former components of the old ANF Division, the Airports Division and the General Services Division are melding together into a proud and efficient team. It is a team with a heritage of accomplishment established on a sound footing to meet the challenge ahead.

The Materiel functions in FAA are not



new. They consist largely of functions previously performed on a staff basis by the former General Services Division. The "new look", if we can use that term, derives from the recognition given the relative importance of procurement, contracting, leasing, supply, utilization, accountability and disposal to the key support functions of Establishment and Maintenance. The magnitude and complexity of these programs dictated the need for a closely associated and efficient materiel operation if the Bureau was to accomplish its over-all mission.

Hence the "new look" - program responsibility rather than a staff function - recognized by the inclusion of the word "materiel" in the Division name.

Extensive study by the Project Searchlight Team and the Special Materiel Groups at St. Louis and Erie have identified many of the problems which Materiel must solve in the days ahead.

We are just completing a reorganization designed to give us a broader capability to more effectively and efficiently meet these problems. The next major step, well under way, is the recruitment and training of Materiel Specialists who will be assigned to major maintenance sectors.

#### ROOM TO BREATHE

Finally, after months and months of head winds, we are pleased to report that something has been done and the Regional Office is to have 30,000 sq. ft. additional space constructed immediately to the north across 48th Street.

For those who have visited the R. O., this is the present lumber yard, which is to be demolished and a new building erected on the site. It is hoped that we will be in this new space in September, and the added room will be most welcome by those who have been sitting on each others' laps.

At the present time some 625 personnel are assigned to the R. O., which is a few more than the building was designed to accommodate.

#### REGIONAL LIBRARY PLANNED

With the establishment of the Administrative Services Division, a Library Branch is contemplated for future development. Plans are now being made to bring to reality the existence of a library in Kansas City FAA which will meet the needs of our Region.

The concept of a Regional FAA library is based on quite a thorough study made in Washington FAA in March 1960, which found that FAA needed, but did not have, a library system effective in providing broad reference support to staff and operating officials. This document recommended the employment of a highly qualified librarian who would be given the job of providing a system of library reference service and technical information retrieval to meet FAA's needs.

As a result, Mr. Wilmer Baatz has the job of FAA Librarian and is proceeding in the direction indicated. He has done a lot of work toward bringing about an orderly and systematic approach to library and reference service in FAA.

The next step will be the establishment of a pilot project in Region One, early this spring, to gain experience in the kind of library service needed by a Region. After this is on the road, concrete steps to provide a good library service for Regions 2, 3, and 4 will proceed rapidly.

Our Administrative Services Division will appreciate any ideas Regional Office or Field personnel may have concerning the kinds of service our library might provide them which will help do their jobs. Address your comments to RM-340, and in future articles we will keep you posted on the progress being made.





## PERSONNEL HI-LITES

Birch J. Doran joined FAA Regional Office Staff on April 4, 1961 as Employee Services Officer. He replaced Larry Kent who was promoted to the Administrative Staff of F&M.

Doran previously worked with the Civil Service Commission as a Personnel Management Specialist. In his 9 years with CSC, he worked as investigator and an inspector. He has been stationed in St. Paul, Minnesota, Aberdeen, S. D., St. Louis, Mo., and Kansas City, Mo.

He is a graduate of St. Thomas College, St. Paul, Minnesota, with additional graduate work at the University of Minnesota in Minneapolis. He served with the 41st Infantry Division during World War II.

Doran is married, has 6 children, and resides at 4905 North College, Kansas City.

Regional employees were shocked and grieved to learn of the sudden death of Lewis Joseph Dingmann on Friday, April 14, 1961.

Joe, as he was known to just about everyone, was on detail in the Washington Office at the time of his death. He had joined Region 3 on October 16, 1960 as Chief of the Classification Branch. Prior to that he had Federal service with a variety of agencies including the Bureau of Reclamation, Rocky Mountain Arsenal, Veterans Administration, Civil Service Commission, and with the Department of the Army, Sioux Ordnance Depot.

A graduate of the University of Minnesota in Minneapolis, Joe also attended the St. Cloud State College in St. Cloud, Minn. He is survived by his widow, Bernice, and three children.

Mr. Dingmann was doing an excellent job in his role of Chief of Classification. His loss will be keenly felt.

### PROPOSED PERSONNEL LEGISLATION

The following bills of significance to Personnel administration have been introduced. At this time we do not have information about their prospects.

#### Bill S. 1333

#### Sponsor

Mr. McCarthy

A bill to amend the Hatch Act to permit all officers and employees of the Government to exercise the full responsibility of citizenship and to take an active part in the political life of the United States.

#### Bill S. 1337

#### Sponsor

Mr. Javits

A bill to amend the Civil Service Retirement Act so as to increase, in the case of children attending school, from eighteen to twenty-one, the maximum age for receiving benefits under such Act.

#### Bill S. 1338

#### Sponsor

Mr. Javits

A bill to increase, in the case of children who are attending school, from eighteen to twenty-one years, the age until which child's insurance benefits may be received under title II of the Social Security Act.

#### Bill S. 1340

#### Sponsor

Mr. Javits

A bill to amend the Civil Service Retirement Act so as to enable the Government to retain the services of experienced employees who are eligible for retirement by



encouraging their continued employment on a part-time basis.

Bill H. R. 6099

Sponsor

Mr. Tollefson

A bill to prohibit discrimination because of age in hiring and employment of persons by Government contractors.

Bill H. R. 5619

Sponsor

Mr. Dulski

A bill to amend the Federal Employees Health Benefits Act of 1959, to eliminate any discrimination against married female employees.

Bill S. 1402

Sponsor

Mr. Clark

A bill to provide for an effective system of personnel administration for the executive branch of the Government

Bill H. R. 5828

Sponsor

Mr. Holtzman

A bill to provide for recognition of Federal employee unions and to provide procedures for the adjustment of grievances.

Bill H. R. 5892

Sponsor

Mr. Fulton

A bill to amend the Civil Service Retirement Act of May 29, 1930, as amended, to provide that accumulated sick leave be credited to retirement fund.

Bill H. R. 6098

Sponsor

Mr. Tollefson

A bill to provide that employees whose basic compensation is fixed and adjusted from time to time in accordance with prevailing rates by wage boards or similar administrative authority serving the same purpose, shall be paid on a weekly basis.

Effective Writing Class in R. O. April 3-7.  
Front Row; Earl Harper, Frank Dvorzk;  
middle row, Jim Lindsey, Mary Stansbury,  
Davis McCubbin, Irene Horan, Loreta  
Garber; back row, Ron Puckett, Dan  
Jackbsen, Jerry George, Ernest Gero,  
Harvey VanWyen, Henry Curtis and Lloyd  
Hankins.



↑ St. Louis, Mo. - Management Course for Supervisors, 1/9-13/61. Front row, left to right: Robert J. Richter, Vernon D. Hallows, Walter C. Cederlund, Ferdinand L. Belz, Jr., John W. Blizzard, Edmund F. Benben, John L. Jiracek, William C. Leingana, Cy Femrite; Back row, Joseph F. Wilmering, George D. Piper, Cleo A. Brock, Charles O. Parsons, Richard C. O'Neill, George Kazell, Philip E. Meadows, Norman E. Burrows, Ervin O. Schruck, Royal O. Lackman, Barney Anderson.



↑ Management Course, CARF - 3/20/61 - 3/31/61.  
Seated, left to right: Charles Jones, John Koppe, John Jarrell, Alfred Reed, Paul L. Clark, Alvin Michaelis, James B. Tate; Standing, left to right, Richard Brink, Bernard Anderson, Rlbert E. Luth, Wayne S. Propst, Warren L. Jeffrey, Earl H. Samuelson, Roman B. Mueller, John F. Blair, Phillip Padilla, Junior Skolaut, Dwaine E. Hiland, Martin C. Noteboom.







# AVIATION MEDICINE



FIELD  
DIVISION  
NO.3

## LEARN TO LIVE IN YOUR ENVIRONMENT

One of the greatest sources of worry is dissatisfaction with one's life. The strain to have what the other fellow has, to be like the other fellow, causes many headaches, heartaches and backaches. The rigid person who sets impossible standards for himself gets little, if any, pleasure out of life. Instead of struggling so hard to change his environment, he should try to adapt himself to it.

The next time you feel apprehensive about something that might happen, do a quick, honest research job on the source of your worry. Dig out the facts. If there is something you can do about the situation, try to do it. If it is something over which you have no control, just try to let it be. It sometimes takes just as much courage not to do something as to take action.

There is much wisdom in the old Chinese proverb: "The legs of the stork are long; the legs of the duck are short. You cannot make the legs of the stork short or the legs of the ducks long."

## NOW IS THE TIME

Learn to live one moment at a time. Learn to live for today, not tomorrow or yesterday. Then you won't have time for worrying.

## FACTS OF LIVING: COMBATING POLIO APATHY

Public apathy and negligence can be as destructive as any act of aggression. Yet we have 5,000,000 pre-school children who have not been vaccinated against poliomyelitis. Despite a generally declining national

death rate, the deaths due to polio have doubled in the past year. Though polio is more than "infantile" in its attack, 30 per cent of those under 40 remain unvaccinated.

Physicians must help make people realize that the unvaccinated individual has 10 times more chance of contracting paralytic polio than those who have received the full course of Salk vaccine. On boosters, U. S. Public Health Service and National Foundation figures indicate an enhancement of nearly 10 per cent in the over-all protection rate, to somewhere near 96 per cent.

The coming summer and fall peak of polio incidence calls for prompt action on vaccination, boosters, and the urgency of overcoming apathy.



"I'd like to help you, Mr. Stark, but there is no such thing as a brain book."



SPRING TIME IS  
CLEAN UP  
TIME!

