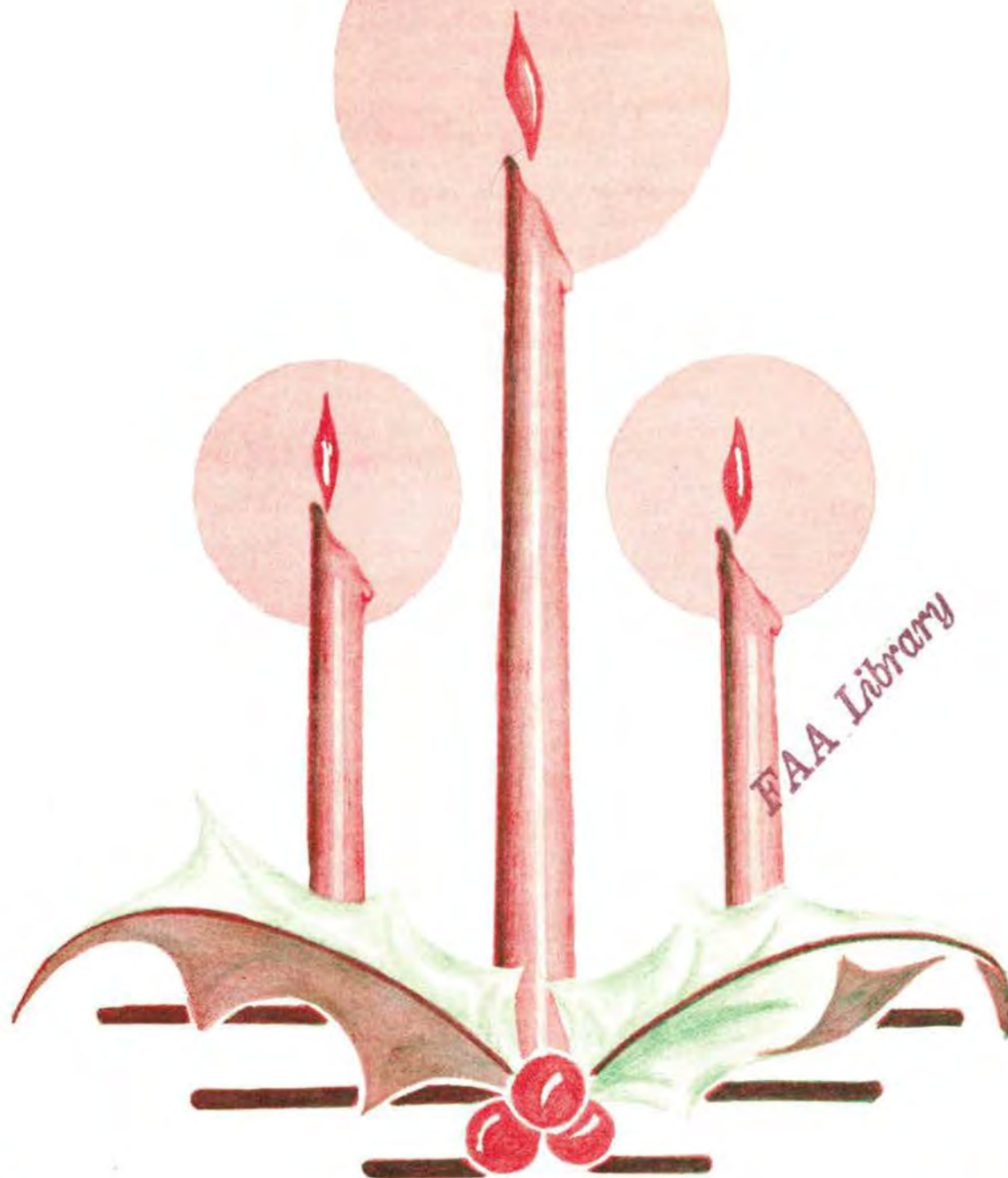


FLIGHT LINES

FEDERAL AVIATION AGENCY-CENTRAL REGION



Season's Greetings

DECEMBER 1961

FLIGHT LINES

FEDERAL AVIATION AGENCY - CENTRAL REGION



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FROM THE REGIONAL OFFICE

During the Christmas and New Year Season, we frequently look back on the things we have accomplished and wonder a little about what the coming year holds for us. These last twelve months have seen many changes in FAA, some still remain to be effected.

Mr. Halaby realizes that changes are often upsetting. He regrets the time that has been required in finalizing many of the basic policies and decisions that are so vital now for the long-range plans and accomplishments of the Agency. At the recent Oklahoma City Conference he emphasized the importance and need to complete the decentralization and reorganization as quickly as possible. He hopes that final decisions can be completed within the next sixty days so that we can then look forward to years of relative organization stability in which we can all concentrate on the doing aspects of our jobs in more effective ways. We in the Regional Office will do everything possible to expedite the final organization decisions and pass the word on to all employees as quickly as we can.

The entire Staff of the Regional Office, as does Mr. Halaby, recognizes the outstanding performance which has been accomplished in the Central Region especially during this period of uncertainty regarding certain organization changes. It is fortunate that at this particular time of year we can be so optimistic over the strong future of FAA and our individual participation in its very worthwhile accomplishments. One of the most satisfying features is knowing that no matter what changes are made, our job is so vital and the requirements for our work so great we can all look forward to increased satisfaction in 1962.

To all of you and your families, our sincere appreciation for the understanding and tolerance you have shown. Sincere wishes for a Merry Christmas and the attainment of your personal objectives in the New Year.

AMONG OUR NEIGHBORS — KING RADIO

NEW IN THE BUSINESS, BUT WITH BIG IDEAS FOR THE FUTURE

Every so often someone talented in his own field and not satisfied with the state of the art, creates a "break-through". This is the case of one Edward J. King, Jr., founder and President of the company bearing his name, King Radio Corporation. Located in Olathe, Kansas, this company, founded only in 1959, has made great strides in the aviation communications field.

Because King Radio is an "almost" neighbor of ours and because of their phenomenal growth in the industry of aviation which the FAA is charged with controlling, we bring our readers this report of their progress.

King Radio, presently located in an 8500 square foot factory in the town of Olathe, Kansas is presently planning to construct a new and modern plant adjacent to our new Kansas City Air Route Traffic Control Center, also at Olathe.

King Radio today is geared to provide aircraft communications and navigation equipment which is light in weight and reasonable in cost, directing its effort to the general aviation field of what Ed King calls "the deluxe single engine and light twin market." Being reasonable in price and light in weight, their products have attracted much attention in this area of the general aviation market.

In recent years, aviation radio has been demanding more and more crystals in the omni-navigation end of the business. Now the trend is more crystals for communications. This procedure does away with the less accurate method of turning the crank to tune the receivers to the proper frequency while at the same time flying the aircraft, looking out for others practicing this third-



President Ed King holding the radio conference with others of his staff. Left to right: Bud Wiley, Vice President Engineering; Jim Harris, Vice President Manufacturing; Jack Weltsch, Vice President Finance; and Bill Kelley, Vice President Marketing.

dimension art, etc. With crystal control, a simple twist of the wrist automatically "locks on" to the designated radio frequency. Using the transceiver formula, King believes this gives him the advantage over the individual transmitter and receivers now on the market. From the pilots' standpoint this simplifies radio procedure.

King started building his first radios in 1959 in an old farmhouse on the outskirts of Kansas City. Less than six months later he realized the quarters were too small. A year ago King made an "interim" move into a remodeled furniture factory in Olathe, a few miles down the road from the farmhouse. The company has purchased a 12-acre industrial site adjacent to the new FAA Kansas City ARTCC now under construction in Olathe and plans call for a \$350,000 initial plant investment there in the near future.

Although King Radio Corporation is comparatively a new name in the highly specialized field of aircraft radio manufacturing, Ed King certainly is no newcomer to the industry. He first received recognition as an electronics engineer 12 years ago, when at the age of 27, he developed new methods of winding a tiny electrical part called a "toroidal coil." His efforts of many nights at a drawing board in a Lincoln, Nebraska, attic apartment terminated so successfully that the price of the coil eventually was reduced from \$9 to \$3.

Because his employer was indifferent to his coil-winding ideas, the determined scientist used \$1,000 he had saved to buy new furniture, and some borrowed money to establish his own coil manufacturing business, Communications Accessories. Subsequent growth of the firm prompted Arthur Collins of Collins Electric Company to make an acceptable offer for the business. King received as payment stock in the Collins firm that had a market value of one million dollars. He continued as presi-

dent and general manager for the Collins subsidiary for three years.

King became interested in flying in 1952. He bought an airplane before taking his first flying lesson. Dissatisfaction he experienced with communications systems in light aircraft hastened his decision to develop another business of his own in aircraft communications.

The 39-year old scientist is pleased, but modest, about his roles in the development of the first H-bomb and the Falcon and Sidewinder air-to-air missiles. Currently, he is more interested in making navigation safer and easier for his fellow Flying Farmers and other pilots. His chief ambition is to produce equipment that is within the reach of all pilots - specifically, within their ability both to own and to use.

This writer's visit to King Radio was significant of the company and its head man. On arrival, I was told that Mr. King would be with me in a short time - he was in the lab with a soldering iron in both hands. Research and insight into the future needs of



An interior view of the King Radio Corp. assembly line. Spacious, well-lighted and well ventilated, it is known as an ideal place to work. Most of the intricate work of assembly is performed by thoroughly trained women who take great pride in their workmanship.

the flying public are of the greatest interest there.

The latest thing coming off the production line is a 360 channel radio transceiver, due to be introduced to the public next month.

In response to my question of the future plans for the company, Ed King said designing equipment suitable for the heavy twin and jet aircraft while at the same time, at the other end of the price spectrum, work was progressing toward development of communications and navigation equipment in the low cost bracket for the light aircraft.

Designed on a building block basis of adding equipment as needed, the company is currently manufacturing a complete IFR/ILS system including dual 360 channel transceivers, omni, localizer, and glide slope, marker beacon receivers and indicators.

Combining radio knowledge with flying knowledge, Ed King and his company seem destined for big things in the years to come in this field of radio navigation and communications. Ed King's inspiration to manufacture improved aircraft radio equipment came from his dissatisfaction with existing radio while flying his own airplane and from all appearances, this desire to improve on the present product is far from finished.



An architect's delineation of the future home of King Radio Corp. at Olathe, Kansas. The campus type factory and office will be started with the square building in the foreground and other elements added as their need develops.

Mr. W. Lloyd Lane, FAA Regional Counsel since 1953, and a member of the Regional Attorney Staff in this Region since 1947, has received an appointment to the FAA Regulatory Council in the capacity of Vice Chairman and Executive Director. Mr. Lane's new duties will include the formulation of proposed rules in harmony with clear-cut policy and philosophy within the Agency. He will ensure that all new rules are justified, and generally serve as manager of the FAA's rule making process.

Formation of the Council follows in principle the Project Tightrope recommendation that an Assistant Administrator be appointed to take over presently dispersed rule making activities and authority of the Agency. The Council will advise the Administrator on development of policy and procedures and on justification for specific rules. It will also resolve differences of opinion on proposed rules.

Some one hundred of Lloyd's many friends in the Kansas City area met at the Homestead Country Club on November 28 to congratulate him on his new position. In a mock trial held by members of the Legal Division staff and others, Lloyd was found guilty of various and sundry charges, including that of being a "private citizen extraordinary, golfing demon, super-efficient in his job as Regional Counsel, key-noter of the phrase 'Victory at Sea', and candidate for Boss of the Year." Gifts presented to Lloyd at the banquet included a wristwatch and a "Suit of Armour" to protect him from the slings and arrows of outrageous fortune.

Lloyd will be sincerely missed by all those of us in the Central Region who have had the benefit of his fine mind, keen sense of fair play, and jovial personality. The Washington scene has gained a uniquely inspiring force who, we are sure, will benefit all of us in FAA in the long range picture.



FLIGHT STANDARDS



MAINTENANCE BRANCH

THE APPROVED REPAIR STATION

The increased utilization of complex multi-engine and high performance aircraft in the private aviation field has considerably obsoleted the mechanic who worked on his own from a tool box and bench or from an inadequately equipped hangar at the corner of the airport. To handle the complexities of the modern aircraft the aviation industry has found it necessary to specialize and in so doing has turned to the Approved Repair Station. This provides the aviation community with specialization not only in major components of aircraft, but in radio, accessories, instruments and the specialized services such as magnetic inspection, metal plating, fabric covering and the overhaul of associated equipment, such as life rafts, oxygen equipment, etc.

When an owner leaves his aircraft at an Approved Repair Station he expects something more than an assurance that the work will be accomplished. He knows that the Approved Repair Station can offer the flying public a higher level of safety because the Federal Aviation Agency has determined the repair station has sufficient housing and facilities, is properly equipped, is competent and able to perform the work, and has approved inspection procedures. He knows maintenance on his aircraft will be accomplished at a level commensurate with the highest standards.

To keep our Flight Standards Inspectors abreast of the aviation industry and to maintain standardization and assist the Inspector in resolving the unusual and difficult problem associated with the Approved

Repair Station Program, a series of meetings are being held in District Offices. The most recent meeting was held at the West Chicago, Illinois District Office.

Snowmen in Kansas City in October? The girls in the Maintenance Branch did it. The secret of their success - a number of common items including plastic clothes bags and pipe cleaners. Roberta Skinner introduced the little men and now there is a veritable flurry of snowy projects going on.

Lillian O'Brien, Secretary in the Airmen & Schools Section, is the winner of another promotional contest. Her latest prize is a Keystone Capri Movie Camera. Lillian has won several other contests and says that her secret is rising early. Her most inspired submissions and valuable prizes came from thoughts early in the morning.

Henry Curtis, another early riser, says the only thing he gets from getting up early is sleepy and a favorable parking place at the Regional Office.

Sagittarius, the ninth sign of the Zodiac, saw the passing of two admitted birthdays - Mary Fornelli of the Maintenance Agencies Section and Eileen Gray of the General Aviation Section.

Fred Zellmer of the Air Carrier Section has attained a measure of distinction by completing Basic Training in Toastmasters International, a public speaking training program.

Inspector Lloyd E. Cantrell passed away on November 14, 1961. He was born at

Yates Center, Kansas on June 13, 1907. His early youth was spent in that area.

After graduating from Yates Center High School in 1926 he attended Kansas State College of Engineering. In 1928 he became interested in aviation and attended the Marshall, Missouri Flying School where he took flight training and an aircraft and engine mechanics course. He obtained a mechanics certificate in 1929 and a commercial pilot certificate in 1930. From 1930 until 1939 he operated as a mechanic and pilot around the Yates Center area. From 1939 to 1941 he was employed as a mechanic for TWA in Kansas City. With the outbreak of World War II he went to work for Douglas Aircraft at Santa Monica, California; Tulsa, Oklahoma; and Chicago, Illinois.

He joined the CAA in 1947 and served as an Aircraft Maintenance Inspector in the district offices at Salt Lake City, Utah; Santa Maria, California; and Cedar Rapids, Iowa.

He is survived by his wife Lucille and twin brothers.

OPERATIONS BRANCH

At the request of the Director, Flight Standards Service, a Special Inspection Program was conducted November 15 through 17, 1961, on all air carriers operating under CAR Part 42/45. This included commercial operators using large aircraft as well as supplemental air carriers.

Special emphasis was given by the Air Carrier Inspectors of the Central Region to those operators based within the Region. These operators are Altair, Interstate and Remmert-Werner, based at St. Louis, Mo.; Purdue Aeronautics at Lafayette, Ind.; and Zantop at Detroit, Michigan.

In this short period, Air Carrier Inspectors of the Central Region, assisted by

General Operations Inspectors, conducted 48 en route inspections, 77 ramp and spot inspections, 5 main base inspections, plus 2 Captain Proficiency Check rides, for a total of 132 inspections.

No discrepancies of a major nature were found. This speaks well for the caliber of work done, in the inspection and surveillance areas, on a day-to-day basis by the Inspectors of our Air Carrier District Offices.

Personnel from the Operations Branch and the Kansas City and St. Louis General Aviation District Offices participated in the recent Fourth Annual Safety Seminar and Ground School Refresher course co-sponsored by the Missouri Pilots Association and the University of Missouri at Columbia, Missouri.

This annual event offers basic and advanced ground school courses to all general aviation pilots residing in Missouri. Many pilots participate for the purpose of maintaining their currency in Civil Air Regulations, navigational procedures, etc., while others utilize the ground school for "brushing up" prior to taking FAA pilot written examinations which were offered at the conclusion of the Seminar.

Eleven general and group ground school sessions were offered during the two day Seminar. Two group sessions on Civil Air Regulations were conducted by Cliff Skoog, Chief, General Operations Section.

Over 75 people attended an evening banquet held in conjunction with the Seminar. Following the dinner a panel composed of FAA personnel answered questions directed to them by the audience. FAA personnel appearing on the panel were: Cliff Skoog and Marshall Benedict of the Regional Office; Paul Cannom and Ed King of the Kansas City GADO; Lester Cooling of the St. Louis GADO, and Edmund Raymond, Chief Controller at Lambert Field, St. Louis, Mo.

The following day Inspectors Cannom and King conducted written examinations for 26 applicants who had attended the Seminar. Private, commercial and instrument writings were administered.

AIRCRAFT MANAGEMENT

PROCEDURES CONFERENCE

The first Flight Standards Procedures Conference was held at the Central Region Office, Kansas City, on December 4 and 5. Henry L. Newman, Acting Assistant Administrator, opened the conference with a cordial welcome to the conferees.

An impressive agenda of 33 items, covering many aspects of Airspace and Procedures problems, was submitted by the Regions for open discussion. Washington representatives from FS-200, Messrs. A.

Swanson, H. Eakins, W. Bersch answered the technical questions in their respective areas of responsibility. Chairman for the conference was Mr. Jack Webb, also from our FS-200 Washington Office. Mr. Chris Walk, Chief of the Washington Aircraft Management Division highlighted the progress, past, present, and future, of the Airspace and Procedures responsibility. The keynote of the conference emphasized the importance of standardization in all Regions and the importance of increased activity in the development of DME procedures. It is evident that a progressive DME procedure program is required now to prevent another all out "crash" program as more and more air carriers make the swing to this advanced type of navigation equipment.

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New Arrivals CE-ACDO-33, Kansas City

Don Lewis, formerly with the U. S. Air Force at Omaha as a jet pilot, joins our staff of Operations Inspectors. Don, a country boy at heart, has settled on a small farm north of the river close to MCI.

Milo Palmateer, a new member of our office, has been assigned duties of Operations Inspector. Milo comes to the Agency from the U. S. Air Force where he was a B-47 instructor at Wichita, Kansas.

John Brotbeck, a new arrival to our office, will be working with us as Operations Inspector. John comes to us from England where he was flying jet bombers for the U. S. Air Force.

R. R. Robinette has been recently assigned to our office as Operations Inspector. Robby comes to us from Houston, Texas. Prior to joining our staff Robby was a jet pilot at Wright Air Development Center with the Air Force.



Back row - Harold Anderson, Oklahoma City; Jess Speckert, WE; William Bersch, Washington; Howard Eakins and A. P. Swanson, Washington, D. C.; Al Morrissey, SO; Harry Helfrich, EA.

Middle row - Howard Flohra and John Walls, CE; L. L. Butterfield, PA; C. Sharp SW; William Feast, SO; E. Haniquet, EA.

Front row - John McDonnell and Paul Untersee, CE; Jack Webb, Washington; Robert Proctor, SW; Donald Van Handel, WE; N. H. Rudasill, Alaska.

John Santo, a welcome addition to our office, will be working with us as a Maintenance Inspector. John comes to us from Westchester County, New York. Prior to joining the Agency, John was with the maintenance staff of United Air Lines at Idlewild Airport, New York.

Visit to Center

Rosemary Calvert and Martha Beall of our office and Barbara Noe of GADO 11 recently had "indoctrination" at the Aeronautical Center. These "Oldtimers" had often wondered about the training facilities at the Center and thanks to Mr. Marsh and Mr. Ireland, were given the opportunity to go down on the trusty old DC-3, with Mr. Ireland acting as Captain and Guide. After arriving at the Administration Building, Mr. Hightower graciously gave the "grand tour" through all of the facilities. The highlight of the trip, however, was the conducted tour through the Examination and Records Division in Oklahoma City. District Office clerks work closely with this Division and all gained a comprehensive knowledge of how it ticks. The clerks also got the impression that Mr. Ireland learned an item or two on this tour. About certification and examinations, that is!

WASHINGTON NEWS OF LATE

Slush Tests - FAA and NASA are holding a technical conference this month on problems of runway slush and winter jet operations. FAA has recently completed slush tests with its Convair 880 to determine braking performance and surface traction under damp conditions.

Supersonic transport Group Named - Administrator Halaby has appointed a citizen group to advise the Agency on the aspects relating to the development of an economically competitive commercial super sonic transport in the Mach 3 regime, to be operational in the early 1970's.

WEDNESDAY AT GENERAL AVIATION DISTRICT OFFICE NO. 17, LAMBERT FIELD, ST. LOUIS

It was Wednesday - the 6th of December - at General Aviation District Office No. 17 in St. Louis. The day was bright and clear - perfect for flight tests and itinerary travel. The travelers were busy with last minute details - "Pete" Campbell dragging out the exam bags and Ed Thompson putting the finishing commas to an accident report, then both were out the door and into the Bonanza for the trip to Mt. Vernon, Illinois.

Two of the Maintenance Inspectors, Roy Laakman and Chas. (Smitty) Smith, were next to take the day off - off to Parks College, that is, and the mechanic practicals scheduled to fill their day.

Tom Murphy, the Supervising Inspector, was the next to leave for a quick trip over to the Center for some coordination with ATS. Before the office opened, Larry Sims had taken off for the Springfield, Missouri District Office to cover an itinerary in that area with Chester Carver. Bert Volker, the Principal Maintenance Inspector, was in his second week at Grumman Aircraft in New York learning about the Gulfstream turbine-powered aircraft.

So - left in the office were Les Cooling, the Principal Operations Inspector, and Henry Diekmann, one of the Maintenance Inspectors, and - of course - the girls.

Helen O'Hare was busy issuing an examination to a future private pilot. Mrs. Donna Keenan was sorting the morning mail. Mrs. Elena Jones answered the phone and Mr. Skoog, Chief of the General Operations Section, was calling for Inspector Murphy. (This call proved to change things just a little during the course of the day.) He wanted to know where the itinerary was for GADO 20, the Springfield, Mo. office; he was told that we would straighten out this matter by a quick call to Mrs. Floydine

Murphy, our clerk-steno at Springfield. This seemed a good time to request some additional rental money, which brought Mr. Young, Assistant Operations Branch Chief, to the phone. He gave us the money, then asked for a FLIGHT LINES write-up in return. Mr. Murphy was agreeable and asked when he would like it. The "Hell's Bells - that's only two days!" and the following reassurance "We'll get it to you", was the reaction to Mr. Young's reply that he would like it on Monday!

Then there ensued some work with the camera, the results you will note on these pages.

We then decided to give you a thumb-nail account of that day - Wednesday - in a General Aviation District Office.

Since the written examinations for pilots, ground instructors, and mechanics are given in the GADO, this activity usually starts out the day. Miss O'Hare and Mrs. Keenan were sharing the job of checking credentials, issuing, and monitoring the exams. There were the usual number coming in for their student pilot certificates, one did not have his medical certificate and was referred to an FAA Medical Examiner. There was an Air Force pilot applying for a rating on the basis of his military experience.

Inspector Cooling came in from a flight test at noon and headed for his office and his lunch sack. He'd picked up the wrong sack that morning, the one containing his wife's purchases at Katz the night before. He was still recovering from the shock when he left with Inspector Diekmann after his "lunch?" period to examine the wreckage of an airplane involved in a recent accident in an attempt to determine its cause.

Inspector Murphy was back from lunch and into his flying jacket, for some proficiency flying in the helicopter and to give Ollie Hasek, ARTCC Chief, an orientation ride.

An airman against whom we had recently taken violation action came into the office. He wanted to talk about the regulations involved relative to logging of flight time. Mrs. Jones reviewed the appropriate regulations and counselled him on the requirements and the proper methods of logging flight time.

Several calls were received regarding the frequent sonic booms that morning and the stories were listened to with sympathy. We can do little else about this particular activity, except refer them to the responsible authorities.

Inspectors Cooling and Diekmann returned and Diekmann wrapped a package for mailing. A part from the airplane he had inspected that afternoon, he said, so no ribbon was necessary! Cooling dutifully marked his activity on the daily tally sheet and began fine-toothcombing the several accident investigation reports awaiting his eagle eye, still a little miffed about the lunch sack mix-up.

Campbell and Thompson returned from Mt. Vernon in time to get their pictures taken and the exam sheets into the evening mail, which was in process of being sealed. A few last minute student certificates were being issued by Mrs. Keenan, and Miss O'Hare was filing a collect wire with Western Union after a long distance call requesting a ferry permit for the next day.

Many questions had been asked and answered, several fellows were happy because they'd passed their tests and were now pilots or mechanics, others had failed and would have to try again, there were a dozen new student pilots. Tomorrow or the next day some would receive their Certified Mail envelopes containing notices that reported violations were being investigated. We had completed some accident investigations, and issued some waivers.

Thus we again experienced the feeling of satisfaction that comes in rendering a pub-

lic service and promoting safety in aircraft operations.

The exam cabinet and the store room had been locked, the coffee pot disconnected, and the mouse traps were set. It was 4:30 - and Wednesday at GADO 17 was over.



Inspectors Cooling and Diekmann conducting an aircraft accident investigation.



Miss Helen O'Hare preparing a Student Pilot Certificate for the applicant who is signing his application.



Ed Thompson and "Pete" Campbell returning from an out state itinerary.



↑ Mrs. Donna Keenan at her post of monitoring written examinations.

Mrs. Elena Jones furnishing information by telephone. →

Inspector Tom Murphy preparing to take off for some helicopter proficiency while accompanied by Ollie Hasek, Chief of the STL, ARTCC. →



SECURITY

SAFEGUARDING CLASSIFIED INFORMATION

You have just won the Jack Pot and picked up cash running into the thousands. Sounds good! Now how would you protect it? Your first thought probably would be to get it to a bank where you know that it will be "safeguarded" and "accounted for" and handled by "personnel" who were thoroughly checked for reliability and trustworthiness.

The same principle should apply when an FAA office receives or originates "Classified Information" which is vital to the Security and Defense of our country. Your first thought should be to properly safeguard it. To help and guide you, Agency Practice 6-3 and Regional Circular No.61, "Safeguarding Classified Information," have been issued. They spell out requirements such as storage in an approved-type repository equipped with a 3/way combination lock and located in a controlled or locked office and building. It is the same principle as wanting your money in a bank equipped with a good, strong vault which is alarmed and located inside a locked and protected building.

Another form of protection for both money and classified documents is a good accountability system, otherwise you could not keep track of them. Included in the system are the ledgers, identifying markings and transmittal controls and procedures.

The physical protection and accountability system for either money or classified information are only as good as the people applying the measures. For this reason the banks and the Government very carefully select, investigate and indoctrinate their employees on their responsibilities for either safeguarding other people's money or their country's secrets. That is why no employee may be given access to classi-

fied information unless he has a "need-to-know" and the Security Office grants him a "Security Clearance" authorizing access to the information.

Remember to protect our National Secrets as securely as you would protect your dollars. The dollars provide for your personal welfare and the secrets provide for your National welfare and freedoms.

CAN YOU STAND TO BE SUCCESSFUL?

There are successful men who cannot stand and give a speech, but there are few good speakers who are not successful men.

If an assigned speaker or member of your group fails to appear can you fill in on the scheduled program? Are you fully cognizant of the importance of speech to a successful career? Do you gladly accept the chairmanship of committees? When reading reports to your group do you articulate distinctly?

If you cannot answer each of these questions with an affirmative you are in need of Toastmasters. And what is Toastmasters?

The members of Toastmasters meet weekly to help each other master the art of public speaking. They learn to stand up and speak about vital business, social and economic problems. Profiting by friendly evaluation from fellow members, these men learn to express themselves in a forceful and effective manner. Trained in chairmanship and leadership, they become more valuable citizens.

How do you become a Toastmaster? It is as simple as this. Contact the nearest Toastmaster Club and ask about becoming a member. If you don't know where the nearest club is, contact -

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AVIATION FACILITIES DIVISION CENTRAL REGION

THE BOX SCORE

One of the more popular themes for articles in December magazines is the one where a person evaluates an organization's performance during the past year and attempts to show where it has been deficient and where it has made some minor successes along the line. To attempt to do this for the Aviation Facilities Division over this past year would take more space than we are currently allotted in FLIGHT LINES, and so I am not going to make a recital of each item that I think has been on the plus side for our group, nor shall I take a swing at those problems which have been negative to our effort.

I would like to propose, instead, that each of us in the Division mentally make our own "box score" and see if we are personally satisfied with what we see as the result of our annual effort.

Before this begins to sound too much like a Sunday School sermon or lecture, I must hasten to say that the Agency has exhibited a great deal of strength during the past several years of growth in never losing sight of the high principles and standards that have been set for its performance in rendering sufficient and proper service to the aviation community. This has not been easy and could not have been done without the individual efforts of each one of you. The summation of fine individual efforts is successful Agency performance. This is the goal that we all strive for, and while my personal thanks to each of you may not be any outstanding expression of significant gratitude, I do feel that you should know that your performance has been measured

by various groups from Washington during the year in all fields of endeavor, and we have come through with flying colors. This doesn't mean that we don't have problems, but we have been able to show where we have moved quickly on problems when we have been informed of them.

This is where you come in, in that we will never know how serious a problem is becoming unless we are informed by those on your front line. We appreciate your memos on subjects of perhaps casual interest to you, but when we put several such letters together we may find that we have a pattern of difficulty spreading throughout the Region that needs immediate attention. Your prompt referral of any problem areas has been most appreciated and has largely been responsible for our being able to stand up well as a group during the various cross-examinations that we go under from time to time.

I would like to make the first mark on your "box score" as being one of A-double-plus so far as I am concerned. I will let you take it from there and evaluate your own performance and see if you feel that the Agency has been bettered by your efforts during this past year. I hope there are not many minuses that show up on your "box score," but if there are, then the first step toward correction has been gained and you will have something on which to base your New Year's Resolutions.

Merry Christmas and a Happy New Year!

Clyde W. Pace Jr.

SMDO MEETINGS

The meeting which was held in St. Louis, Mo. October 16-19, 1961 is the second in a series of 7 such meetings that will be held during FY 1962.

The purpose of the meetings is to inform and coordinate improvement in the procedures of the SMS chiefs and the Systems Maintenance Districts in the Region.



The gang at St. Louis SMDO meeting.

SMDO Chiefs Messrs. Crow and Weisert served as hosts to their SMS Chiefs and the following: K. L. Brannon, Assistant Regional Manager, CE-2; C. W. Pace, Chief, Aviation Facilities Division, CE-400; N. F. Barritt, Chief, Systems Maintenance Branch, CE-410; A. L. Frashier, Ass't Chief, Systems Maintenance Branch, CE-410. 1; W. R. Turpin Chief, Systems Maintenance Operations Section, CE-412; D. J. Patrick, Chief, Organization and Manpower Unit, CE-412. 1; F. W. Barwise, Chief, Systems Maintenance Engineering Section, CE-413; H. A. McClanahan, Chief, NavAids Unit, CE-413. 1; B. G. Braithwaite, Chief, Materiel Branch, CE-420; H. L. Becker, Assistant Chief, Materiel Branch, CE-420. 1; W. C. Knoepfle, Chief, Airports Branch, CE-440; F. A. Trotter, Chief, Technical Staff, CE-402; Marshall C. Benedict, Public Affairs Officer, CE-5; W. A. King, Chief, Security Staff, CE-15; E.

J. Thomas, Chief, Personnel and Training Division, CE-10; G. G. Garrett, Chief, Accounting Division, CE-20; Victor Chab, Ass't Chief, Establishment Branch, CE-430; D. F. Randolph, Chief, Administrative Services Division, CE-40; R. W. Clark, District Airport Engineer, K. C., Mo.; D. J. Stoeger, Sector Supervisor, FFCDO-1, Kansas City, Kansas; F. A. Blackburn, Air Traffic Supervisor, St. Louis, Mo.; and J. C. Shaw, Chief, Communications Equipment Branch, FAATC, Oklahoma City, Oklahoma.



Big Wheels! N. F. Barritt, CE-410, R. W. Crow, Chief, SMDO 7; and John Weisert, Acting Chief, SMDO 8.

The meeting which was held in Minneapolis, Minnesota, November 13-15, 1961, is the third in a series of 7 such meetings that will be held on a monthly basis during FY 1962, with the exception of Wichita, which has been cancelled.

The purpose of the meeting was to provide an opportunity for regional officials to furnish broad guide lines to field personnel and to provide improvement in the procedures of the Systems Maintenance District offices at Fargo and Minneapolis.

The SMDO Chiefs, Messrs. Updike and Thompson served as hosts to Mr. John Hanlon of the Washington Office AF-120, to their SMS Chiefs, and the following: Clyde W. Pace, Jr., Chief, Aviation Facilities Division, CE-400; E. J. Thomas, Chief, Personnel & Training Division, CE-10; N. F. Barritt, Chief, Systems Maintenance



Minneapolis. (left to right) Robert M. Rockwell, Northwest Airlines pilot and banquet speaker; D. W. Updike, Chief, SMDO 5; Frank Thompson, Chief, SMDO 1; Clyde W. Pace, Chief, AF Division.

Branch, CE-410; W. R. Turpin, Chief, Maintenance Operations Section, CE-412; Marshall C. Benedict, Public Affairs Officer, CE-5; Burke Braithwaite, Chief, Materiel Branch, CE-420; Harold Phalp, Chief, Program and Planning Section, CE-411; W. C. Knoepfle, Chief, Airports Branch, CE-440; H. A. McClanahan, Chief, NavAids Unit, CE-413. 1; John Hargrave, Program and Planning Staff, CE-411; Tom Glass, Asst. Program Officer, Division Tech. Staff, CE-402; C. W. Mueller, Chief, Aviation Facilities Training, Oklahoma City and M. H. Jackson, Chief, Directed Study Electrical Systems Section, Oklahoma City.



Marshall C. Benedict (left), Public Affairs Officer, CE-5 and Charles Mueller, Chief, Training Division, Oklahoma City, enjoying themselves at the banquet.

NEW FRONTIERS

FLIGHT LINES Changes Editors

Commencing with the January issue, responsibility for the publishing of our regional publication, FLIGHT LINES, will transfer from the Office of Public Affairs to the Personnel and Training Division.

This comes as a result of a decision recently made in Washington and follows a pattern taking place in the other regions of the Agency.

Stan Maxwell, formerly Chief of Personnel Services Team, will be the new Editor of FLIGHT LINES. A newly created Employee Relations Branch under Birch Doran as Chief, is the office responsible for publication of the house organ.

We of the Office of Public Affairs would like to take this opportunity of thanking the many faithful employees throughout the Region who have contributed ideas, stories, and pictures for FLIGHT LINES.

HOT NEWS

TWA expects to solve the snow problem at its new Idlewild terminal by ringing the terminal complex with snow melting pits, covered by a steel grill which will be pulled back by an electric motor when plows begin pushing snow into the pits. Portable heat generators, capable of melting 25 tons of snow, will be used.

HAM OPERATORS REMEMBER!

TIME - 0100Z	(7:00 pm CST)
DATES - JAN. 12	(Jan. 11)
JAN. 19	(Jan. 18)
JAN. 26	(Jan. 25)
FREQUENCY - 3977 KCS	
EMISSION - CW, AM, SSB	

See page 24.



MORE SPACE - FINALLY

On December 9 the Regional Office expansion program was made official with the dedication of the new building, located across the street from the R. O. Called the McCray Building for the name of the owner, some 30,000 square feet of much needed floor space was taken over by segments of the formerly crowded R. O. family.

The Employees Association handled details for the dedication ceremony and open house, including providing cake and coffee. A goodly number of employees and their families turned out for the Saturday affair, complete with ribbon-cutting, short speeches, et al. Henry L. Newman, our Central Region Acting Assistant Administrator, accepted the keys to the building.

Representing G. S. A., which organization negotiated the lease, was Mr. June Holloway, Commissioner, and of course the owner, Harry McCray, was on hand "to give the bride away."



June Holloway, GSA (left) turning over keys to new building to Henry L. Newman while Owner Harry McCray watches.



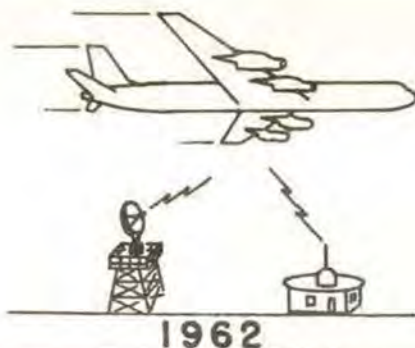
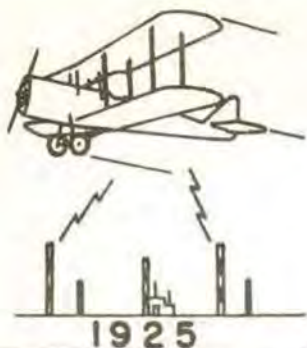
Bill Healzer of FAA Construction Unit "up in the air" installing communications cable between the "old" and the "new" buildings.

Next on the schedule is the re-distribution of the space at 4825 Troost in an attempt to give a little more room to operate in. Reports are that space will still be tight though.

Interoffice communication between our present building and the new quarters across the street will be provided by a 101 pair control cable installed recently between the two buildings. Bill Heim, Clarence Thayer, Cecil Lewis and Bill Healzer, FAA employees of the Construction Unit took a day off from their normally assigned duties at the Olathe, Kansas ARTCC project to install the communications cable between our two office buildings. Mr. Healzer is shown in the photo tying the communications cable to the messenger cable that they have anchored between the two buildings.



Left to right - Henry L. Newman, Deputy Assistant Administrator; Harry C. McCray, owner of the McCray Building; June Holloway, Commissioner, General Services Administration; and Vince Dasta, builder.



AIR TRAFFIC DIVISION

*"FAA's MOST
CHALLENGING
MISSION"*

Since this issue of *FLIGHT LINES* is supposed to be published in time for distribution to the readers by Christmas (so the Editor's office tells us), the deadline for material will only permit us to report on events and information that occurs prior to December 12.

We noted the Air Traffic Division's section in the November issue was very ably handled by volunteers (?) during our 3-week absence - which we see was also reported on by the "volunteer" help. Since returning to duty at the R. O. November 15, we have been primarily engaged in getting up to date on the various activities and events which occurred during the time we were gone - and it is amazing to find out how many things come up in the course of normal day-to-day business, which add up to quite a backlog over the period of a few weeks.

All of this is by the way of explaining why the December issue will be rather limited insofar as reports on specific events in our particular area of activity are concerned.

You may recall that in the October issue of *FLIGHT LINES* we stated that our 1962 Fiscal program would be seriously affected by reductions that had been made in our budget requests, since the funds that were approved for our 1962 program were, in most instances, considerably less than the amounts spent for the same purpose during FY 1961 - despite the fact that the over-all scope of our Air Traffic Service program has increased. This situation was then further complicated by a mandate from the Washington Office that each Region reduce its 1962 expenditures by very substantial amounts, which in the case of the Central

Region amounted to approximately a \$1 million reduction. The manner in which this \$1 million reduction would be apportioned among the various Divisions and other programs was worked out during the latter part of October, after each Division readjusted and cut back on its respective programs.



We will summarize the impact of this reduction in program funds on our 1962 operations. A total of 51 positions (42 field positions, plus 9 R. O. positions) were abolished. These were new positions authorized for FY 1962, and generally were workload positions that had been set up for FY '62 to handle the various new and/or additional services being performed by our Air Traffic Division in the field and the Regional Office. Additionally, 38 existing position vacancies were "frozen" for the remainder of FY '62. These were field facility positions that had been vacated by normal attrition losses due to resignations, separations and transfers.

Travel funds approved for our FY'62 program were substantially lower than the amount we spent in FY 1961, actually \$114,000 less. When the additional \$1 million reduction was made in Central Region funds, we lost another \$31,800 out of the amount approved for our FY 1962 travel programs. This will explain the necessity for the restrictions that have been placed on travel performed by field facility personnel during recent weeks.

Our Rental Aircraft funds approved for FY 1962 were further cut by \$20,000 as the

result of the \$1 million reduction in overall expenditures for the Region. This reduction in Rental Aircraft funds has necessitated a complete re-programming and adjustment on the usage of Rental Aircraft by our Division in the field and in the R. O.

The funds now remaining are insufficient to permit continuing the Field Familiarization Flying program during the balance of FY 1962, since the money that would be available to pro-rate among the facilities that have been participating in this program would be completely inadequate for them to conduct a worthwhile familiarization program.

We were extremely reluctant to take this step. The Central Region has conducted a well planned and efficiently administered familiarization flying program in the field since funds were made available for this purpose during recent years, which our record of operation will readily support; but the severe reduction we sustained in Rental Aircraft funds left no other alternative.

Due to the drastic cut in our travel funds, the Division office must also make maximum use of our limited Rental Aircraft funds to accomplish travel via Rental Aircraft in conjunction with evaluation flights and other special purpose trips to carry additional passengers in order to reduce expenditures normally required for commercial transportation. However, we are now in the process of submitting our Rental Aircraft requirements to Washington for the next 5-year period (FY 1963-1967) and are including funds for the Field Familiarization Flying program. At this time, of course, we have no way of knowing whether our fund requirements will receive favorable consideration.

The foregoing information will acquaint you with the reasons for recent restrictions that we had to impose on both field facility

travel and the curtailment that was placed on use of Rental Aircraft, together with the impact of the other reductions that had to be made on our over-all FY 1962 programs.

IOWA CITY TOWER

We reported in earlier issues of FLIGHT LINES that a "temporary Tower" was established at Iowa City Municipal Airport on September 30, October 21, November 11 and November 25, for the dates on which home football games were scheduled by the University. We received a report on the activities for the latter two dates of this schedule since the October issue went to press.

On November 11 some 250 aircraft were handled, and on the final date (Nov. 25) some 176 aircraft flew in for the event. Since this was more than a "one time" event requiring FAA tower service, it was handled on a reimburseable cost basis with the Iowa City Airport Commission and the cost of travel and per diem for the FAA operations and maintenance personnel were reimbursed to FAA.

We want to commend the Cedar Rapids Tower crew who handled this assignment (Messrs. Capps, Firl, Jones and Fisher, plus the new CID TWR Chief, Keith Taylor, who replaced Emerson Capps), and the CID maintenance personnel who provided the necessary support for equipment and maintenance, for a job well done. Since the aircraft that flew in to these events arrived and departed within an approximate 2-hour period, this was a difficult assignment that required a lot of hard work and efficient operation.

FSS DECOMMISSIONING

On January 10, 1962 the Lamoni, Iowa FSS will be decommissioned and air-ground and pilot briefing services at LMN will be provided through an RCO remoted to the

Des Moines FSS.

John Menge, former LMN FSS Chief, has been transferred and reassigned to the Ottumwa FSS to fill the Chief's vacancy created by Guy Blakely's recent transfer to fill the Jackson FSS Chief's vacancy. The remaining LMN FSS personnel are being reassigned to fill positions at other FSS locations.

NEW ASSIGNMENTS

Fred A. Chincholl, former Resident Air Traffic Specialist at Scott AFB, has reported for duty in the Airspace Utilization Branch in the R. O., having been selected to fill a position in the Airspace Obstructions & Landing Areas Section.

Cleo R. Minkner, former Mason City FSS Chief, was selected for the Lincoln FSS Chief position, vice M. E. Walton.

Lon Daharsh, former Chadron FSS Chief, was selected for the Grand Forks FSS Chief position, vice John P. Kornick.

John D. Ekegren, former Milwaukee (Mitchell) Tower Watch Supervisor, was selected for the Milwaukee (Timmerman) Tower Chief position, vice Keith Taylor.

VISITS

Since returning to duty on November 15, the undersigned managed to visit a few field facility locations. Locations: Chicago Midway Tower; Detroit FSS and ATAS office and Center; Burlington FSS.

The above visits were made in connection with attendance at the December meetings of the Chicago and Detroit ATC Advisory Committees.



This is Chapter 7 in the series of biographical sketches we have been running on our Air Traffic Facility Chiefs, and if you are one of those who likes to roll the dice, and perhaps a bit superstitious, No. 7 should be a good one to close out the year 1961 with. This will feature the G-men on the list. G is for: Gaynor (Kansas City FSS); Gerfen (Omaha RAPCON/Tower); Giddings (Detroit City Tower); Gineman (Pontiac Tower); and Groves (Jackson Tower).

Gaynor, Francis P. Kansas City FSS Chief, one of our "old timers" in the service, is an Easterner and an Irishman (the middle initial "P" is for Patrick - what else?). He was born in Danvers, Mass. and has quite a diversified early background prior to his 1931 EOD with the Bureau of Light House Service. He attended St. John's Parochial School, followed by one year of high school, after which he spent two years at the G. E. Trade



School in Lynn, Mass. for tool and die makers. Additionally, "Frank" (no one calls him Francis!) spent one year at Eastern Radio Institute in Boston, learning theory, operation and maintenance of radio equipment; 3 months at the U. S. Coast Guard Academy studying theory, operation and maintenance of radio compasses; and 2 years at Wentworth Electric Institute at Boston, learning operation and installation of electrical equipment in accordance with Underwriters Code and Law specifications.

He spent three and one-half years with the U. S. Public Health Service at Roxbury, Mass., as an ambulance driver and orderly. This was followed by two one-year enlistments in the U. S. Coast Guard as Radio Operator in the (Anti) Rum Running Fleet. Frank then worked for the Wireless Specialty Co. in Roxbury, Mass. as an inspector of radio and range finding equipment. He also worked for the Springfield Body Co., Cambridge, Mass. as an auto body builder.

On Jan. 8, 1931 Frank joined the early predecessor agency of the present FAA, the Light House Service, as a Junior Radio Operator at Hadley Field, Newark, N. J. This was followed by a quick transfer to St. Louis on Jan. 15, 1931, and a few months later, October 10, he was transferred to Kansas City, Mo., as a JRO.

He now has spent 30 years in Kansas City, which, as far as we know, is a record for length of time at one station location in this Region. During that time, Frank has served in many capacities and titles: Junior Radio Operator, Assistant Radio Operator, Senior Radio Operator, Principal Communications Operator, Chief Communications Operator, Chief Aircraft Communicator, Communications Inspector, Communications Instructor, and FSS Station Chief - all of which cover many evolutionary changes in the specialized

field of communications work.

Although his Personal History Card in our files shows that he does not claim to speak any foreign languages - you can still detect a pronounced trace of "Boston-Irish" accent in Frank's speech, despite his more than 30 years residence in the Midwest. He lists outside activities as fraternal, youth, and community services; his hobby is fishing, which is also "serious business" with him.

Gerfen, Elmer A. - Omaha RAPCON/Tower Chief, was born in St. Louis, Mo., where he received his formal education, and he graduated from high school in St. Louis. His pre-CAA history shows that he worked for an Ice & Fuel Co., first as a clerk and later as an Assistant Branch Manager. He studied Electrical Engineering at the Milwaukee School of Engineering, after which he returned to St. Louis to enter into a partnership in an electrical contracting and radio service business, which was later expanded to include wholesale distributorship for refrigerators and oil burners.

Elmer then attended night school to expand his knowledge of radio, including aeronautical subjects, and joined the 35th Air National Guard Squadron, which led to employment in the St. Louis Tower, then operated by the City. After approximately 4 years in the City operated Tower, Elmer EOD with CAA on Jan. 1, 1942, as a Tower Controller at St. Louis when operation of that facility was taken over by CAA.

In September, 1942 he transferred to Kansas City as Tower Chief and remained there until June 30, 1944, when Federal funds were withdrawn for the operation of the Kansas City Tower and the City took over operation again for an interim period.



Elmer accepted the Tower Chief position at Hutchinson, Kansas, remaining there until Sept. 16, 1944, when a joint agreement was reached between the CAA and the City of Omaha to reopen the Omaha Tower, and he was selected as Tower Chief at Omaha.

Elmer became Chief of the RAPCON (at Offutt AFB) and Omaha Tower, when those two facilities were established under a single Chief, on May 5, 1957, which is his current assignment.

Elmer holds a Private Pilot Certificate, and lists hunting, fishing, and radio (he holds a Radiotelephone License, 1st Class, and operates Amateur Radio Station WOQMX) as his principal hobbies.

Giddings, William R. - Detroit City Tower Chief, lists his birthplace as Cleveland, Ohio, where he attended schools and graduated from West Tech. High School in 1934. Bill served six years with the old Army Air Corps at Selfridge Field, Mich., and received his discharge in 1941 to accept a position as a controller in the Cleveland Tower, then operated by the City.



On Feb. 1, 1943 Bill EOD with CAA as a Controller, when that facility was taken over from the City, and on July 1 that same year he was transferred to the Chicago Midway Tower. In August,

1947 he was promoted to Tower Chief for the Detroit City Tower, where he has continued to serve in this capacity to this day.

Bill holds a Private Pilot Certificate (ASEL rating), is active in youth community work, and lists hunting and fishing as his principal hobbies.

Gineman, Frank A. - Pontiac Tower Chief, was born on a farm in Fulton County, Ohio. He points out that this was in the era when horses were a necessity and not a week end luxury, and he attended his first

school in a 1-room country school which was two miles from home.

He received further schooling at the St. Augustine Parochial School in Napoleon, Ohio, and graduated from high school there. His early post-high school years were spent at occupations such as: retail sales clerk, soda jerk, construction worker, farm and factory jobs, and filling station attendant.



Frank also served two years with the Ohio National Guard during the early 30's on patrol duty in the coal mine strike area. He joined the U. S. Coast Guard and served some five years as a Radio Operator as a crew member of ships in the International Ice Patrol, plus duty in the Virgin Islands and Puerto Rico (Probably had to spend time at these latter locations to "thaw out" ?)

Frank EOD with Bureau of Air Commerce in 1937 at Hager City, Wis., as an Assistant Airways Keeper. He later served at Grand Rapids, Mich., Chicago, Ill., Lansing, Mich., Warsaw, Ky., Cincinnati, Ohio, Archbold, Ohio, Traverse City, Mich., and Muskegon, Mich., in the various communications grades and positions, including Chief, and was in the original complement of the Muskegon CS/T when it was established as a combined facility.

In Nov. 1958 Frank was assigned to Chicago Meigs Tower, as Tower Chief, and when the new control tower was commissioned at Pontiac, Mich., in May, 1961, he transferred to the new facility as Tower Chief.

Frank states that his hobbies and personal interests have varied to keep pace with his four children. He likes hunting, camping and raising thoroughbred bird dogs. As evidence that he likes his long career in FAA and predecessor agencies, Frank says he has yet to see the day when he did not enjoy going to work at his job.

Groves, Roger C. - Jackson Tower Chief, is an Iowan, born at Mason City. He attended elementary school at Lake Mills, Iowa, and high school at Moline, Ill. He later attended courses in Radio at Jackson, Mich. Public Evening School; an Aeronautics course at Jackson, Mich. Jr. College; and a Business and Professional Speaking course at Moline, Ill. Community College.



Prior to joining CAA, he worked for the John Deere Harvester Co. at East Moline, Ill., as an Electric & Acetylene Welder.

Roger EOD with CAA in June, 1941, as an UCO (Under Communications Opr.) at the Jackson, Mich. FSS. Incidentally, he mentions that the Jackson FSS is still occupying the same quarters, but at that time it was equipped only with weather observation equipment and one tape teletype printer.

He remained at Jackson until December 1952, in the meantime advancing to CAF-7, when he transferred to the Lansing Tower. Roger was promoted to controller and transferred to Moline Tower in September 1954, where he remained as a member of the Moline CS/T staff, after it became a combined facility in 1955, until April 1960 when he was selected to fill the Jackson FSS Chief's position.

In September 1961, when the new control tower was commissioned at Jackson, Mich., he was selected as Tower Chief and took over the brand new facility that had been built immediately adjacent to the new Terminal Building (Note: pictures of the new JXN TWR appear elsewhere in this section, in connection with the 1961 S. M. A. L. L. Race sponsored by the Michigan Chapter of the "99's".)



View from Jackson Tower, looking west onto field of entrants for October 7, 1961 S. M. A. L. L. race (Michigan Chapter 99's).

Left to right: Roger Groves JXN Tower Chief, H. Shotliff DTW ATAS with Jxn TWR in background.



This brings our contribution to the December, 1961 issue of FLIGHT LINES to a close and we can all mark off one more year that has gone into the records. Changes seem to be the order of the day, and a lot of changes have taken place during the past twelve months. A lot of new names have been added to our roster of Central Region Air Traffic Division members, both in the

Continued on page 26.



EMERGENCY READINESS

RADIO AMATEUR NETWORK GETS UNDER WAY

A get-together of the more powerful FAA employee-owned ham stations in the Region was accomplished on December 7 on frequency 3977 kcs. As a result of the test, the following have consented to serve as net control stations in January:

Arthur Kepner	KOMWO
Grand Forks, North Dakota	
Elwood Kielhorn	WOQEK
Pierre, South Dakota	
Robert Blair	W9LKL
LaCrosse, Wisconsin	
Eddie Shirley	KOJDM
Overland Park, Kansas	
Roy Nelson	KOOKF
Gering, Nebraska	
Allen Minor	W8GRF
Battle Creek, Michigan	
Jack Brazee	W9RAE
Joliet, Illinois	
Joseph Stogsdill	WOKFQ
Kirksville, Missouri	
Sergio Dreon	W8COJ
Marquette, Michigan	
Clarence Carr	K9HUK
Indianapolis, Indiana	

The boys decided to get together at 7:00 p. m. CST on January 11, 18 and 25, 1962 (0100Z January 12, 19 and 26) on a frequency of 3977 kcs. Emissions will be by CW, AM or SSB. As a first step in establishing the net, everyone can report on the single frequency of 3977 kcs the first night. Stations at the strategic locations listed above will call stations in their area. After the

call up, a brief discussion on the purpose of the network will be given. The net will then break up in small nets and we can have a round table discussion as to how best we can accomplish this purpose. Participation is desired from as many locations as possible regardless of the power of the stations or their type of operation. The nets will

HAM OPERATORS REMEMBER!

TIME - 0100Z	(7:00 pm CST)
DATES - JAN. 12	(Jan. 11)
JAN. 19	(Jan. 18)
JAN. 26	(Jan. 25)
FREQUENCY - 3977 KCS	
EMISSION - CW, AM, SSB	

convene once a week during the planning stages.



Emergency Readiness Officer, Al Lorenz, explains to his secretary, Barbara Durrett how the geiger counter picks up radiation from the Cobalt 60 in the Source Set. The display, made up for the McCray Building Open House, includes medium and high range survey meters, dosimeters, and a model of a basement-type fallout shelter.

The regular rating date in FAA is January 31. Each employee who has had three months of service during the rating period and who is on the rolls on the rating date is entitled to a regular rating assigned by his supervisor. An employee appointed less than three months before the annual rating date is not rated until the next annual rating period.

Keep this very important personnel management responsibility in mind. Do a thorough and intelligent job of evaluating your employees this year. Apprise your employees of their strengths and weaknesses. Properly handled, this can be one of your most valuable management tools.

HUMAN RIGHTS WEEK PROCLAIMED

The week of December 10-17 was designated by the President for the observance of Human Rights Week with December 10 as Human Rights Day.

That day marked the anniversary of the adoption of the Universal Declaration of Human Rights by the United Nations General Assembly. This action by the U. N. was a milestone along the road that leads to a universal respect for the freedom and dignity of the individual. It constituted the first world-wide enunciation of the inherent rights of man.

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Continued from page 23.

field and in the Regional Office. We have a lot of people who have been promoted and reassigned to supervisory positions in both field facilities and the Division office. Many of our former members in this Region have left us - some have been promoted and transferred to positions in foreign assignments, the Washington Office, NAFEC, Aeronautical Center, or other Regions, while others have left the FAA for opportunities in other fields of work or other reasons.

Inevitably, some of our members have also passed away, after having left their individual records of accomplishments in the books that will document FAA history.

The past year has seen many changes, not only in personnel, but in organization, equipment, procedures, work methods, and the official philosophy of how the FAA should operate and serve its aviation clientele and the general public.

These changes have in turn imposed great demands on our personnel, in terms of additional work load and readjustments necessary to carry out our individual duties and responsibilities. We believe we can say, without question, that our entire Division organization has done a good job and that the Central Region can take pride in our record of accomplishments.

The next 12 months will be equally or even more challenging. We know that our personnel in the R. O. and the field facilities of ATS can meet the 1962 challenge, no matter how demanding.

In bringing our December column to a close, we take this opportunity to express our appreciation to each of you for a job well done and to wish you all a happy Christmas holiday season for 1961 and hope that 1962 is filled with success and enjoyment for each of you.

GW Krieger



The Personnel & Training Division has been pleased to have as participants in its Instructor Training Course, two guests from overseas: Christos Anagnostopoulos of Greece and Samir George Zaki of Egypt.

Mr. Anagnostopoulos and Mr. Zaki actively participated in the course which was held between December 4 and 15, 1961. Each gave a five minute talk, a fifteen minute demonstration, a twenty minute lecture, and a forty minute presentation. Their presence added much to the interest of the class sessions. Both the staff and the FAA participants enjoyed the two-week association with them.



Samir George Zaki, Egypt (left) and Christos Anagnostopoulos, from Greece.

Samir Zaki graduated from Cairo University in 1951 with a degree in Chemistry. He entered the field of Air Traffic Control in 1952, serving in the Egyptian Air Force from 1952 to 1954. Since 1954 he has been Senior Approach Control Officer at Cairo International Airport. Mr. Zaki is also an accomplished pilot.

Samir came to the United States last June. After ten days in Washington he spent six weeks in Oklahoma City taking the basic

ATC Course. He spent twelve weeks in On-the-Job Training on ASR-3 radar in California followed by seven weeks at Tulsa Tower on the ASR-4 radar. Samir came to our course after completing the Tulsa assignment.

Christos Anagnostopoulos, a radio engineer at the Athens airport, has been in the Central Region longer. After taking the CE, VOR and ILS courses at Oklahoma City, Chris received OJT instruction on VOR, VORTAC, ILS and Doppler VOR at Green Bay, Wisconsin; Marquette, Michigan and Topeka, Kansas. Chris came to our course following his Topeka assignment.

Both of these gentlemen have relatives in this country whom they will be seeing soon. Chris before returning to Greece will visit his sister, Helena Chido of Clearwater, Florida. Samir goes from Kansas City to Minneapolis for four weeks of radar familiarization at the Center there. He will stay with his brother Dr. Fouad George Zaki who has been doing research in cancer at the University of Minnesota for the last three years. Dr. Zaki will remain at Minnesota for another two years.

Upon returning to their own countries soon after the first of the year, both Mr. Anagnostopoulos and Mr. Zaki will be instructors in their respective fields. From having seen them perform in our Instructor Training Course sessions we know they will be very good instructors.





Instructor Training Course, R. O. December 4-15, 1961. Left to right: seated - Jack A. Hughey, Chris Anagnostopoulos, William A. Stroup, Samir George Zaki; standing - Barney Anderson (instructor), John A. Crawford, John S. Holcroft, Dave Whitehead, John C. Tight, Jr., Jim McKenzie, and Cy Femrite (instructor).



Management for Supervisors, Phase II, R. O. December 4-15. Left to right: seated, Harris Bell, William Lockhart, Clarence Lynch, Frank Bussing, Walt Delear, M. E. Davis; 2nd row - Art Morse, Bill Edwards, Deck Crouse, Johnny Johnson, Milo Shaffer, Edward Klahr, Frank Maxey; 3rd row - Gary Twedt, William Locke, Al Schneider, P. M. Kehoe, M. A. Willesen, Clayton Sutton.



Management Training, Phase II, Chicago. Seated, (left to right); John C. Szcapanik, Cy Femrite, Charles Bologh, Stanley P. Wicienciak and Eugene S. James; standing, Merle E. Loop, Frank A. Johnson, Levi B. Sherman, Jr., Ed R. Michelsen, Glen Hershberger, M. H. Law, Henry P. Talbot, Richard W. Kling and Joseph F. Jurman.



SUGGESTION AWARD WINNER

Norman A. Amundsen, Chief, SMDO-9, Green Bay, Wisconsin (left); and Marvin W. Royce, SMS Chief, Eau Claire, Wisconsin.





AVIATION MEDICAL DIVISION



Just An Idea!

Dr. James Fries, New York City psychiatrist, has a point - a large number of points, in fact. His prescription for treating the tensions of the day is growing plants. And since big-city life is not conducive to the ordinary temperate-zone plants, he recommends cacti. They don't mind lack of light, he says, and they thrive in over heated apartments. Furthermore, Dr. Fries maintains, juvenile delinquents can get involved with plants and feel an interest in their progress.

One lad, regarded as hopeless, found growing cacti the one thing he did not give up on. It was, the doctor says, as good as a couple of years of psychiatric treatment.

(BESIDES ALL THIS, THEY ARE ATTRACTIVE.)

DRIVERS AWAKE

"Sleepy drivers pull in and rest," say signs along our highways.

"Instead, take off your shoes and keep driving," suggests Dr. Alfred B. Alexander in the British Medical Journal. Dr. Alexander prescribes driving with bare feet as a good remedy for drowsiness.



"Exercise? Yes, indeed, I walk to the snack bar several times a day."

AVIATION MEDICAL SEMINAR

We are happy to report concerning our most recent seminar held for Aviation Medical Examiners in this Region. On November 29, 30 and December 1, 1961, there were one hundred such examiners present at the three-day meeting to participate in the seminar conducted at the Mayo Clinic, Rochester, Minnesota.

This seminar had the largest attendance of any held to date by the Examiner Training and Control Branch of the Medical Certification Division. We are looking forward to the seminar to be held for our examiners in this vicinity at the University of Kansas Medical Center January 16, 17 and 18.

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Since the move into our new building, the Aviation Medical Division has a "new" look, too. Should you feel we might help you in preventive medicine, do not hesitate to come to Room B5 in the McCray Building.

SEASON'S



GREETINGS

The staff of the Aviation Medical Division wishes for each of you a very Merry Christmas and a Happy New Year.

WAS THAT SKID NECESSARY?



Check

YOUR WINTER DRIVING HABITS.

1. Reduce your driving speed on ice and snow.
2. Slow down well in advance of curves, hills and intersections.
3. Follow other vehicles at safe distances.
4. Be sure your lights, defrosters and windshield wipers are in good working condition.
5. Apply brakes lightly and intermittently.
6. Signal intentions to stop or turn.
7. Keep windshield and windows clear of frost and snow.
8. Tire chains provide better grip and reduce stopping distances on ice and snow as much as 50%.