FLIGHT LINES

FEDERAL AVIATION AGENCY-REGION 3

FEBRUARY 1961

FLIGHT LINES
FEDERAL AVIATION AGENCY - REGION 3

Vol 3, No 2 Published Monthly for FAA Employees and Their Families

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

Henry L. Newman -
Regional Manager

Marshall C. Benedict -
Editor

Mildred Sylvester -
Ass't Editor

ON THE COVER
TERMINAL AREA
AT
DETROIT METROPOLITAN
AIRPORT

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FROM THE REGIONAL OFFICE

CHANGE IN REGIONAL BOUNDARIES DEFERRED

On February 17, 1961, a RENOT was dispatched to all facilities which quoted a directive from the Washington Office deferring the February 19, 1961, date for implementation of Project Straightline regional boundary adjustments. This dispatch emphasized that deferral of the implementation date in no way reversed the plan to establish Area Offices. As indicated in the Washington Office dispatch, the deferral was to permit a review of certain problems connected with the realignment of regional boundaries prior to implementation.

From March 6 - March 10, 1961, all Retional Managers will convene in the Washington Office for a meeting with Administrator Halaby. We have been advised that Straightline will be one of the principal agenda items. We know, therefore, that no definite dates for the realignment of boundaries will be set until after that discussion.

In the meantime we are going ahead with the selection processes required to staff the Straightline offices and are continuing our negotiations for required office space.

It is realized that the delays in implementing the Straightline Plan which was announced in September are creating personal problems for those who may expect to move as a result of the establishment of the new area offices. Certain unanticipated problems have arisen which have made it necessary to extend the time for implementing the area offices. The problem is recognized in Washington and everything possible is being done to expedite action.

We will advise you immediately of additional information as it becomes available.

Henry L. Newman

NAJEEB E. HALABY

FAA's NEW ADMINISTRATOR

Najeeb E. Halaby, one of America's pioneers of the jet-age, who has a long and varied career in all phases of aviation including government, military and private industry, was named principal aviation adviser to President Kennedy and Administrator of the Federal Aviation Agency on January 19, 1961.

Mr. Halaby is a pilot, lawyer and financial consultant, a former government official and executive of industrial corporations. He was one of the original group which outlined proposals for the creation of the FAA and was a Navy test pilot for the first American-made jet airplane.

In announcing his appointment as FAA Administrator, President Kennedy said in part: "We have looked for the best qualified and professionally competent man. We have found him in Jeeb Halaby of Santa Monica. He reports directly to me and will be my principal aviation adviser and Administrator of the Federal Aviation Agency."

Mr. Halaby began his career in 1933 when, at the age of seventeen he secured his student pilots license. He later bought and flew his own plane. He continued flying and in 1940 put his love for flying to practical use when after civilian pilot training he became a commercial pilot instructor for the then Army Air Corps. Later he joined the Lockheed Aircraft Corporation as a test pilot and in 1943 he joined the Navy.

As a naval aviator, Mr. Halaby organized and established the Navy's first Test Pilot School and acted as the School's chief instructor. He established two aviation "firsts" as a Navy pilot. He flight tested the first American jet plane - the Bell P-59, and later made the first continuous transcontinental jet-powered flight.

After the war, Mr. Halaby joined the State Department as an Aviation Intelligence Officer and later became a Foreign Affairs Adviser to the Secretaryof Defense. He was also first chairman of the North Atlantic Treaty Organization (NATO) Military Production and Supply Board and, in 1950, joined the Economic Cooperation Administration (ECA) as special sssistant to the Administrator. He returned to the Defense Department two years later and served as Deputy Assistant Secretary of Defense for International Security Affairs.

Mr. Halaby's Washington service included responsibilities as vice chairman of the White House Aviation Facilities Study Group - the organization that recommended the creation of the Federal Aviation Agency.

Such was the quality of his government work that he was selected in 1953 by the U. S. Junior Chamber of Commerce for the Arthur Fleming award as the "outstanding young man in Federal Service."

In addition to his career in aviation, Mr. Halaby has been active as an attorney, businessman and financier. Until his appointment to the FAA, he directed his own law firm, N. E. Halaby and Associates in Los Angeles, California, and was President of American Technology Corporation, a technical ventures group. He also had previously served as an associate of Laurance Rockefeller and was a member of the Rockefeller Brothers Foundation Study Panel. During 1957-59, he was Executive Vice President and Di rector of Servomechanisms, Inc. Immediately prior to joining FAA, the new administrator was Secretary-Treasurer of Aerospace Corporation - a firm that is principal technical adviser to the Air Force missile and space program.

Mr. Halaby was educated at Stanford University, (AB in 1937) the University of Michigan and Yale University (LL. B. in 1940). He is a member of the bar in California, the District of Columbia, and the Supreme Court of the United States.

An eager hunter, tennis player and golfer, Mr. Halaby is a former Captain of the Stanford Golf Team.

He is a member of the Board of Directors of the Flight Safety Foundation, Society of Experimental Test Pilots Town Hall of Los Angeles, Aero Club of Southern California and Quiet Birdmen.

He maintains membership in the Metropolitan and Chevy Chase Clubs in Washington and the California Club and Beach Clubs in Los Angeles.

Mr. Halaby was born in Dallas, Texas (November 19, 1915) and is married to the former Doris Carlquist. They have three children - Lisa, Christian and Alexa. Their West Coast residence is Santa Monica, California.

TWO FOR ONE

By Thomas R. Jones, Willow Run/Metro Tower, Detroit

While flying in the Detroit area, if you should call Willow Run Tower for landing instructions and recognize the voice that answers as that of a controller that you heard at Metropolitan Tower the day before, your hearing hasn't failed, for it probably is the same voice.

Located in the Detroit, Michigan, Terminal Area, Willow Run and Detroit Metropolitan Towers represent one of the few such "Combined Tower" operations in the FAA.

Furning back the clock, we find that prior to the CAA commissioning the Willow Run Tower it was operated by Capital Airlines. The CAA commissioned Willow Run Tower on January 31, 1947, and Thomas Rigdon was selected as the Chief Controller. Approach Control was commissioned on July 17, 1947.

On August 30, 1947, the Detroit Wayne County Tower was commissioned with Arthur Watters as Chief Controller. Since the airports are only eight miles apart, Willow Run Tower handled the approach control functions to both Willow Run and Wayne County Airports and the Wayne County Tower remained a "VFR Tower'.

The traffic at Willow Run Airport was primarily that of scheduled air carriers, while the non-scheduled air carriers, Air National Guard, executive and light aircraft operated at Wayne County Airport. As time went by, the Wayne County Airport had several name changes and today is known as Detroit Metropolitan Wayne County Airport and the tower is called Metropolitan Tower. In April, 1949, Mr. Watters transferred to the Muskegon, Michigan Tower and he was succeeded by Gerald Wright, who remained as Chief Controller until the Willow Run and Metropolitan Towers were integrated.

When Tom Rigdon left Willow Run for a position in the Washington office, he was succeeded by James Dow. Mr. Dow, who is now a Branch Chief in the Washington Office, was succeeded on December 18, 1955, by the present Chief Controller, Daniel M. Vucurevich.

Willow Run IFR Radar Room

General view of the Detroit Metropolitan Tower.

Willow Run Arrival Radar was commissioned, with ASR-2 equipment, on November 27, 1953, thereby considerably increasing the efficiency of the approach control function. On February 26, 1958, Departure Radar was commissioned and this further helped to improve the traffic control service. On October 1, 1960, the Precision Approach Radar was commissioned at Willow Run Airport.

During the years 1950 through 1958, Wayne County was building a new modern airport adjacent to the old airport. A temporary terminal with a permanent tower structure above it was in operation in January, 1953. With the completion of a new permanent terminal building in 1958, American Airlines transferred all operations from Willow Run Airport to Metropolitan Airport on October 1, 1958. Northwest, Allegheny, and Delta Airlines quickly followed American to Metropolitan Airport.

With the increase of airline traffic at Metropolitan Airport, the IFR traffic increased proportionately, and it became apparent that traffic could be expedited by having IFR Controllers in the Metropolitan Tower. Since separate approach control at both airports was not deemed feasible due to the close proximity of the two airports, the personnel of the two towers were integrated. The facility is now referred to as the "Detroit Willow Run/ Metropolitan Towers".

In addition to the Willow Run and Metropolitan Airports, Willow Run Approach Control handles IFR traffic arriving and departing the Grosse Ile Naval Air Station and two small civilian airports close by. Tower Enroute Control is in operation with Detroit City Tower and Toledo, Ohio Tower.

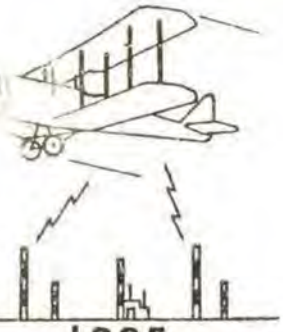
Willow Run/Metropolitan is a "High Complex" facility having well over 120,000 instrument operations a year. Since a great deal of the operation is a "criss-cross" type operation, due to the geographical locations of the airports, the operation becomes very complex. At the present time, the IFR traffic is equally divided between the two airports. The airlines operating from Willow Run are: United, Eastern, TWA, Capital, North Central, Lake Central and Mohawk. The airlines operating from Metropolitan are: American, Northwest, Delta, Allegheny, Pan American, BOAC and Flying Tiger. Metropolitan Airport has considerably more Executive, private aircraft and flight school operations than has Willow Run. To complete the Metropolitan traffic picture we add the Michigan Air National Guard, with RF-84F type equipment. Since the personnel at this combined facility rotate between the towers, they acquire a vast experience in all types of traffic control. All of the personnel must possess ratings for both airports.

The present staffing to operate both towers is as follows: Chief Controller, Assistant Chief Controller, one Secretary, Facility Proficiency and Development Officer, five Watch Supervisors, forty-five Controllers, ten Assistant Controllers, and three Training Positions.

Since all Approach Control functions are at Willow Run, Watch Supervisors work all shifts at Willow Run Tower and occasional shifts at Metropolitan Tower when shift coverage permits. All Controllers and Assistant Controllers rotate regularly between the two towers.

Willow Run is fortunate in having space available for very adequate quarters. In addition to the Chief Controller's office, which is shared by the Assistant Chief, George Eisenhart, there is a large well-equipped training room with Bernard H. Lewis in charge of Proficiency and Development. The IFR Room is a little over a year old and has sufficient room for the

Continued on page 15.



AIR TRAFFIC MANAGEMENT

"FAA's MOST CHALLENGING MISSION"

We missed the boat for the January issue of FLIGHT LINES and the ATM page was conspicuous by it's absence, since we did not make the editorial deadline for publication. However, we are not aware of any complaints concerning the blank space ATM drew in the January issue, so perhaps the readers felt it was an improvement and we need not feel guilty for having failed to meet the deadline. The February issue, therefore, will contain our initial contribution for the New Year.

It appears that we went to a lot of effort and planning for no good purpose, as an eleventh hour stop order was received from the Washington office Thursday afternoon, Feb. 16, to suspend all action on the changes in Regional boundaries that were scheduled to take place on Feb. 19 in connection with the Straightline plan. As the facilities in Regions 1, 2 and 4 that we were supposedly taking into Region 3 know, we had already forwarded them a "package" containing our Region 3 ATM issuances (Orders, Directives, and Bulletins), preparatory to the annexation date of 2/19. Similarly, the Regional Manager's office had prepared another "package" of pertinent Regional orders, circulars, etc. which had also been forwarded to these facilities. Some of our ATM Division staff had recently completed visits to the majority of ATM facilities that were to be affected by our Regional boundary change, in order to have a first hand look at "our new facilities" and to become personally acquainted with them.

Arrangements had also been virtually completed for a 3-day meeting of these Facility Chiefs from the new territory at Kansas City on Feb. 28, March 1 and 2,

which we were looking forward to as our initial opportunity to get acquainted with them and to permit the Chiefs to visit the R. O. and meet as many of our ATM Division personnel as possible. However, these plans were quickly discarded when the word came down from Washington Thursday to defer all actions on the proposed Feb. 19 Regional boundary changes. This will be a subject for discussion at the forthcoming Regional Managers conference in Washington during the week of March 6, so we anticipate a further decision on Project Straightline and Regional boundaries some time after their conference. Whether the final decision will be to go ahead with the original plan, or to adopt a similar plan with certain modifications, or to forget the whole thing and remain in status quo is the subject of a lot of speculation right now and you can get bets on just about any arrangement you think will be adopted.

In the meantime, we ask the ATM facilities in Regions 1, 2 and 4 that received our Region 3 ATM Division "package" of issuances, to keep them, lay them aside in a box or an empty file drawer, and hold them intact until further notice. When Washington announces their final decision on which way this Straightline/boundary change project will go, we will know whether to tell you to set this material up in your files or to start a bonfire with it - but don't throw it away yet, as we don't want to have to duplicate the distribution later if the final decision is to go ahead as originally planned.

We will also continue to furnish these facilities additional Region 3 ATM Division issuances and related material as they are published, so please add these to your collection already on hand, until our final course of action is announced at a later date.

We coordinated this procedure with AT-1000, AT-2000 and AT-4000 by telephone on Feb. 17, and it met with their concurrence. Remember, these Region 3 ATM issuances require no action by your facility at this time - just keep them stored intact for D-day (decision day).

Note: The foregoing was written to replace a page and a half we had prepared to announce the acquisition of the 40 new ATM facilities by Region 3, and to welcome them to our Division. We worked frantically to get the material completed in time to make the Feb. 10 FLIGHT LINES deadline. This is like working for an hour on a detailed IFR flight plan, only to have the Center advise "unable, -------", and proceed to issue you a clearance via a completely different route!)

NEW FACILITY

We gained a new facility in Michigan since the beginning of the New Year. The Kalamazoo (VFR) Tower was commissioned for operation on February 1, under Tower Chief Donald W. Jones, formerly of the Peoria CS/T. This is a brand new tower, housed in a real fine, up-to-date structure and renders VFR airport traffic control services from 0600 to 2300 daily.

Also coming under the heading of "new facilities" are the new high speec teletypewriter installations at the Kansas City ADIS, located down town in the Kemper Bldg. (CARF headquarters), plus the high speed send/receive center at Joliet, also located down town at the Marycrest Shopping Center.

There was no available space at the Kansas City or Joliet FSS airport quarters to house the new equipment, which requires considerable floor space, so additional space had to be obtained at the separate down town locations, which requires a "split" operation for a part of the FSS operating staff at these points.

Denver is another send/receive teletypewriter center that will be in this Region. They have their new high speed equipment located at the FSS, according to some of our ATM Division staff who have visited there recently.

We will have two new Towers that will be commissioned in the not too distant future, namely, Chicago (DuPage County) and Pontiac, Michigan. Both will be VFR facilities, at least initially, and will occupy new structures that are now nearing completion and will soon be ready for FAA installation crews to put in the necessary equipment. Both DuPage and Pontiac are expected to be commissioned in June, 1961.

NEW CHIEFS

Since the beginning of the New Year we have added two new Facility Chiefs to our ranks. Don Jones, as previously indicated above, took over at Kalamazoo. John Rezac assumed the position of head man at Peoria CS/T, vice Fred Sommer, who is retiring on a medical disability.

VISITS

Since January 1 the writer has managed to pay visits to MSP Center, Tower, and FSS; Chicago (Midway) Center and Tower, plus a quickie visit to the recently commissioned Timmerman Tower at Milwaukee.

Speaking of visits, Jack Coffey (AT-3020) and Art Lybarger (AT-3200) recently completed two lengthy tours which took them to most of the facilities in the new territory we will acquire on February 19. Earl

Riney (AT-3035) also visited a number of the new facilities in the eastern portion of the new area.

More of our ATM Division staff will be making trips and visits to the newly acquired facilities as quickly as time and work schedules will permit, which will give as many of us as possible a personal knowledge of their individual working environment and problems.

ATM FEATURE ARTICLE

This issue (February) carries a feature article on the Detroit Willow Run-Metropolitan Towers, written by Thomas R. Jones of that (or is it "those") facility. We think you will find this to be an interesting and informative article, which will acquaint you with some of the historical background of both airports, the development of airport traffic control services at those locations, and an explanation of the present operational functions and services performed by the dual facility. Tom Jones is to be commended for a fine job in writing this article.

As many of you will recall, FLIGHT LINES has carried previous ATM articles on the Central Altitude Reservation Facility (CARF) and the Detroit ARTC Center, both written by ATM personnel of those respective facilities. We would like to see more of this type of participation by our personnel in the field and we are sure that there must be a virtually inexhaustible source of such material in our large group of FSS, CS/T's, Towers, Centers, and RAPCONs - and, equally good writer talent among your personnel. Why not get similar publicity and attention for your own facility? We would especially like to have articles of this type from the new group of ATM facilities that are joining Region 3 on February 19. This would be an excellent means of helping all of us, not only in ATM but in other Divisions and staff offices as well, to become more familiar and better acquainted with each other and, at the same time, allowing each of us to learn something of the many and varied activities your facility is engaged in.

Send in your contributions direct to AT-3000, if you wish, or to AT-3200, and they will see that they reach the writer in time to make our regular deadline or to be used in subsequent issues as our ATM space allocation will permit.

SPACE RACE

You all have been reading of the spectacular accomplishments of the USSR and of our own national efforts in the "outer space" race in launching the recent series of missiles and satellite vehicles. To inject a more personal note in this program, we recently found that we have a missile project in our own Region, almost in our back yard, at Topeka, Kansas.

Two groups of scientifically inclined high school students are involved in competitive efforts to launch amateur rockets into the "wild blue yonder" at Topeka and have applied for airspace approval for their project within the past 30 days. Both rocket launchings will include a "space traveler" a captive mouse housed in a special nose capsule in the rocket. Their plans call for the nose capsule to separate from the rocket at the zenith of its vertical trajectory and descend to earth via parachute.

Both groups of these rocketeers are operating under the sponsorship and supervision of adult science teachers and parents, and one group has arranged for its space shot to be monitored by military representatives at one of the NIKE installations adjacent to Forbes AFB. Airspace approval has been granted for these experimental launchings by AT-3100, subject to appropriate restrictions as to prevailing cloud ceiling, visibility, time of day, and other precautions designed to protect

the normal users of the airspace, namely, aircraft.

We are anxiously awaiting a report from the amateur "space men" to see whether their mouse (or mice) will join the now world famous chimpanzee, "Ham", in the early ranks of space travelers!

P.S. A late report indicates that the first mouse became a martyr to science - the nose capsule and parachute malfunctioned. The second group has not made its launch to date.

RECENT ETA's COMPLETED

The month of January was an eventful one (no pun intended) in our Division office. Both Bob Davison (AT-3201) and Bob Ziegler (AT-3001) acquired additional tax exemptions in the form of baby daughters, January 21 and 28 respectively, identified as Patricia and Mary Ann, also respectively. Both events generated a lot of cigar smoke in our part of the R. O.

VISITORS

Two old timers from the Kansas City Regional Office dropped in for visits to renew old acquaintances and tell stories of their experiences during the recent years. Henry (Hank) Simmons, recently retired, dropped by two weeks ago. Hank completed a foreign assignment in Turkey prior to retirement.

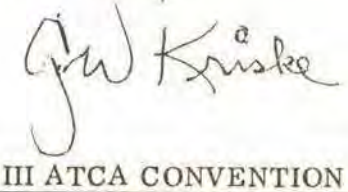
Francis M. (Sandy) Eastman, also stopped by on his way to Washington after completing a 6-year tour of foreign duty in Formosa. Sandy will be working in the Office of International Coordination (OIC) in Washington.

ATM DIVISION CHART

In the December issue of FLIGHT LINES we published our ATM Division organization chart in pictorial form by showing a photo of each of the key personnel in the Division office, Branches and Sections, together with their "AT" reference number. Distribution was, of course, made to all Region 3 ATM facilities and, in addition, we arranged to have copies sent to the facilities in Regions 1, 2 and 4 that we will acquire in the near future. Due to an error in grouping the individual pictures (during layout of the magazine) for members of the Operations Branch and the Procedures Branch, it was necessary to rearrange and republish the two pages of the December issue in order to have proper continuity in the pictures for the organization chart.

Distribution of the two revised pages of pictures was made to all ATM facilities (old and new area). We suggest that you retain this pictorial organization chart at your facility for reference purposes, since it will acquaint facility personnel with the various ATM Division staff members that will be contacting your facility during the course of carrying out their specialized functions and responsibilities.

If, for some reason, you failed to get a copy of the December, 1960 issue of FLIGHT LINES, or the two revised pages which followed later, let us know and we will try to provide you with an extra copy if some are still available.



REGION III ATCA CONVENTION

Plans for the second annual Region 3 Air Traffic Control Association convention at the Hotel Continental, Kansas City, Missouri, on June 3, 1961 are "jelling" into a "CAN'T MISS" event for your social calendar.

The Program Chairman is lining up an impressive array of civic leaders, aviation industry leaders and top FAA officials to take part in this event. The program calls

for just the right mixture of business, informative and social sessions to make this an enjoyable meeting for all.

After registration, there will be a "get acquainted coffee" followed by a business meeting, then the noon luncheon. Luncheon tickers are $2.50.

The afternoon session will start off with a forum - Theme; Jet Age and Air Traffic Control. Immediately preceding the evening banquet there will be a cocktail hour. Banquet tickets are $5.50.

There will be a program for the ladies too. Highlighting the ladies' program is a fashion show and a tour of the Hallmark Greeting Card Co., which is reported to be a most impressive and interesting affair by persons who have taken this tour.

By this time all Air Traffic Control facilities in the Third Region should have received application blanks for reservations from the convention chairman. This ATCA Regional Convention promises to be the best yet (last year's was at Des Moines) so get your reservations in early. Don't forget to reserve June 3 on your calendar.

DO IT NOW!

All ATCA members and non-members are cordially invited.

WELL DONE

Personnel of the Watertown, South Dakota Flight Service Station recently received a letter of appreciation from Dr. Stransky of the Brown Clinic, located there in Watertown. John List, Chief of the Watertown FSS, had recently addressed a letter to all pilots in the local area acquainting them of FAA's new VFR Flight Following Service.

Congratulations, John, activities like this help to make friends of our flying public.

Marquette, Michigan, Terminal Building located on the County Airport.

The FAA Flight Service Station is housed in the right side of the building under the roof-top antennae array. Airport Manager Dominic F. Valella and Dick Shroeger, Supt.-Engineer of Marquette County Road Commission deserve considerable credit for this fine facility.

ILLINOIS SAFETY REFRESHER A SUCCESS

The Illinois Department of Aeronautics gang were again hosts to pilots from all over Illinois and others from surrounding states at their Third Annual 2-day Safety Refresher Course, held January 27 and 28 on the campus of Illinois State Normal University, Bloomington.

Planned as an aid to improving the breed and quality of pilots, the two days and nights were spent in sessions designed to meet the specific level of the pilots. Group sessions this year were scheduled at the intermediate, advanced and the professional level, with course content appropriate to the experience level of the groups.

Your FLIGHT LINES Editor attended the course and can report factually that it was a fine program and certainly should go a long way toward safer flying for those participating. Over 300 pilots registered for the course and besides Illinois, South Dakota, Missouri, Kansas and other nearby states were represented.



FLIGHT STANDARDS



The name "AIRCRAFT MANAGEMENT BRANCH" has a sort of vague connotation even among Agency personnel. It is not particularly descriptive as to the duties and responsibilities of that Branch. To alleviate this situation, and in response to many requests (well, some) we will try to clarify the what, who and why of this important part of the Flight Standards Division.

Basically, this Branch does have the responsibility for the broad management of all Agency and rental aircraft within the FAA program. This includes 10 DC-3 flight check aircraft and 2 Beech C45H pool aircraft for a total fiscal operation of over 12,000 flight hours. Additionally, the rental aircraft program amounts to more than 8,000 flight hours annually. This is expensive; total cost of all this flying amounts to over $485,000 in this Region.

To make all of this money and flight hours come out even, Mr. George Ireland, the Branch Chief, depends on three Sections. These Sections are all interrelated and interdependent on each other. Let's take them one by one.

The Aircraft Operations and Procedures Section is familiar to most as the old Flight Inspection Branch. Its primary responsibility still involves the flight checking of Navaids to determine if facility performance meets certain criteria and is safe and adequate for general use. They have the final word as to the certification, initially and recurrently, of all FAA, Army and Navy, and some non-Federal Navaids.

A complex and important function of this Section is the developing and approving flight procedures for Civil and Military aircraft use, including enroute altitudes and terminal weather minimums. Formerly, this phase of work was performed by the old Air Carrier Division and Air Carrier District Offices.

The flight check program is handled by three Facility Flight Check District Offices; Kansas City, Kansas, Minneapolis, Minn., and Battle Creek, Michigan. Two additional FFCDOs located at Denver, Colorado and Columbus, Ohio, will be taken over under Straightline.

In the Regional Office Mr. John Walls, the Operations and Procedures Section Chief, also has the responsibility for assignment and control of rental and pool aircraft. In the latter regard, the section maintains pilot records of all FAA personnel who are eligible to fly these planes,and they issue the directives pertaining to aircraft use based on Washington instructions.

This Section will have a total field complement of 104 persons.

The Aircraft Requirements and Utilization Section does a continuing development, consolidation and justification of Regional aircraft requirements. This is largely a paperwork and budget workload, but in addition they make a constant analysis, study and development of procedures toward obtaining maximum aircraft utilization for the least amount of operational expense.

This Section must closely monitor the rental aircraft allocations to all Divisions and Branches and makes recurrent adjustments of available funds in order to fill all needs wherever possible.

Mr. Eugene Lowrance, who has been sojourning in Frankfurt, Germany, the past two years, will return to become Chief of this Section around May 1st.

If airplanes are to fly safely, they must be properly maintained. This is the responsibility of the Aircraft and Avionics Maintenance Section. Anyone who has been to the FAA headquarters hangar at Fairfax Airport, Kansas City, Kansas, can understand the scope of this operation. Each of the 10 FAA DC-3 aircraft is inspected at 50 and 100 hour intervals or about twice each month. Approximately 250 manhours are required to perform these checks on each airplane every month. Monthly checks are also performed on the two pool Beech C-45 aircraft.

The Avionic technicians maintain the aircraft electronic equipment to the precise standards that are required in facility flight check work. This work is very important, since all Navaids are calibrated and adjusted by means of this airborne equipment. Air Force AACS equipment is also calibrated by the FAA technicians on a reimbursable basis.

In addition to the headquarters hangar, small maintenance units are located at the Minneapolis and Battle Creek FFSDOs to handle trouble shooting and spot maintenance. The over-all staffing consists of 70 maintenance personnel. Mr. Gerald Krehbiel has recently transferred here from Washington to head up this Section.

Some of the veteran FAA employees might recall 10 years ago when the old Flight Inspection Branch consisted of a total of 5 pilots, one clerk-steno and two airplanes. The explosive growth of aviation since then and the required FAA participation in this growth is ideally exemplified by the increase and consolidation of efforts into the Aircraft Management Branch to a current total staffing of 191 personnel and an annual budget of over 2 million dollars.

So now you know who, what and why of the Aircraft Management Branch.

FLIGHT STANDARDS LOSES AN OLD FRIEND

On February 19, 1961, Ed (Wimpy) Joyce of our Milwaukee FSDO officially transfers from his position as Supervising Inspector to the same position at St. Petersburg, Florida.

Ed was originally assigned to Cincinnati, Ohio in old Region 3, and subsequently saw service in Louisville, Kentucky. He took time out to serve with the Air Force during World War II and returned eventually to the Indianapolis General Safety Office. During his long tenure at that location as Supervising Inspector, he became well acquainted with many of the personnel throughout the Region. He recently transferred to Milwaukee and, as a southerner, has made some rather salty remarks concerning the weather at this location. Ed has long wanted to transfer "somewhere south" and his wishes finally have come true.

We certainly wish him the best in his new location and know that he will be looking for all of his old friends to drop in. We are including a letter to Ed Marsh from him expressing his feelings on leaving.

"Dear Ed: Since I am leaving the 3rd Region after 22 years (in the old and new) I find I desire in some way to say farewell to my many friends in the Regional Office, District Offices and all the Field Facilities I have worked with. This, of course, I cannot do in person and it has occurred to me you might be able to issue a little news item in FLIGHT LINES extending my farewell and best wishes to all. I was even unable to visit all the people I wanted to on my visit to the R. O. last week. If this is permissable I would appreciate your including it in your next FS News.

"Although I am very happy about being reassigned I want you to know I do regret

leaving such a great 'gang' of people to work with. However, being a southerner by birth the ties are quite strong - and besides I get cold!

"My very best wishes to you and the 'gang'. If God be willing many of our paths may cross again.

Sincerely,
'Wimpy'
Edwin A. Joyce"

New address: 5285 40th St. South, St. Petersburg, Florida

GOOD-BYE

Engineering and Manufacturing Branch was sorry to have to say "good-bye" to Inez Moffit, "mail gal" for three years in the Branch office. She will still be with the FAA and Flight Standards, but will be working with the Facilities Flight Check District Office 3-51 at Fairfax Airport. We wish Inez the best of luck on her new job and we will miss seeing her around the Regional Office.

Unless we can get her to write more articles, the following is the last one on hand written by the talented Mrs. Hulda Dahl of the Propulsion Section of Engineering and Manufacturing Branch. At this time we wish to thank her for the interesting articles she has written and also to inform her we are ready and willing to print more if she is inclined to write them.

HAS THIS HAPPENED TO YOU (TOO)?

We goofed! We failed to follow procedure although it was all spelled out for us in black and white. The only excuse we had was no good, so we didn't use it. We just hadn't read the stuff. It came across our desk, but we didn't read it. We should have read it. The issuing office has a right to ask, "Why do you think we write these things?" And we can't do a thing but apologize with a red face and say it won't happen again (we hope)!

The no good excuse we didn't use is this: There are only eight ticking little hours in a working day and too much stuff to see, read, route, review, write, check, distribute, classify, file, and DO. We try to read what looks IMPORTANT and what looks ROUTINE we file away in its proper place thinking it will be there if and when we need to refer to it. We don't think we need to refer to it because we've done it this way before, and then BANG, we've goofed!

There is no one of us so unimportant that we can't catch someone else in a mistake. What we make of that opportunity is what counts. How BIG can we be about another's goof? As BIG as we'd like someone else to be about ours? It's called the GOLDEN RULE and it's the nicest thing that ever happened to business, when it happens. We'd like to think that we use it more often than we don't wouldn't you?

CESSNA MODEL 185

Announcement has been made by officials of the FAA Regional Office of issuance of an Aircraft Type Certificate for the new Model 185 Skywagon under manufacture by the Cessna Aircraft Company of Wichita, Kansas.

Issuance of such a type certificate by the FAA is a requirement of newly designed aircraft and certifies that the aircraft meets all requirements of Part 3 of the Civil Air Regulations concerned with safety standards as prescribed by the FAA for all personal type aircraft. Issuance of the type certificate for the Cessna Model 185 Skywagon authorizes the Cessna Aircraft Company to produce this aircraft for sale to the public.

The model 185 Skywagon is a six-place, single-engine utility airplane designed to carry heavy loads. The airplane will carry six adults plus 270 pounds of extra weight allowance with full fuel at speeds up to 172 miles per hour.

Following Cessna's distinctive lines, the 185 Skywagon is powered by a Continental 260 horsepower fuel injection engine and is equipped with a tail wheel type landing gear.

FAA's certification was made under the delegation option procedure in which the manufacturer determines compliance with the regulations and the FAA makes a check of this compliance during the certification program. Examination included witness of structural tests, basic loan analysis, power plant installation, and a recheck of certain ground and flight tests.

Date of issuance of the type certificate was January 30, 1961, and it is understood from Cessna spokesmen that the Model 185 Skywagon will be available to the public in March, 1961.

(Continued from page 6)
addition of more equipment when the need arises.

This "Two Tower Facility" is proud of the many compliments it has received since the integration and the personnel working at Detroit Willow Run/Metropolitan Towers believe that the combination is here to stay.

The Aircraft Management Branch quarterly Advisors' Conference was held last month in the Regional Office. Those attending are shown in the photo above, left to right: Gordon Daum, Columbus, Ohio; Eugene O'Toole, Kenneth Gordon, Donald Stoeger, Gerald Krehbiel, all of Kansas City; Tom Smith, Battle Creek, Mich.; George W. Ireland, Kansas City; Paul McDonnell, Minneapolis, Minn.; John Walls, Kansas City; and James Pfeffer, Denver, Colo.

INTERESTED IN EUROPE?

The Federal Aviation Club in our Washington office of the FAA is sponsoring a most interesting European tour this fall and it sounds like a bargain too. The tour leaves Washington, D. C., September 12th for London, by air, of course. The return flight will be from Paris October 12th.

You can see Europe on your own or join an all expense deluxe motorcoath tour of 8 countries, including England, Holland, Belgium, Germany, Switzerland, Italy, Monaco.

Included in the tour price are all transportation costs, luggage handling, hotels and meals, sightseeing, and even theatre tickets in London, a night club in Rome, and a Lido tour of Paris.

Spain and Portugal are included in the tour plans and all this for about $755.00 All that is needed is to join the FA Club (costs $1.50) by March 12th to be eligible. Contact Mildred K. Rice, Chairman FA Club Travel Committee, Room C-430, 1711 New York Avenue, NW., Washington, D. C.

Off the reservation! Personnel from Region 3 and Region 2 got together for some close coordination recently at Fort Worth. Shown meeting at the airport: left to right are Bruce Chambers, RM-203; Archie League, RM-200; Clyde W. Pace, Jr.; E. W. Anderson; George W. Kriske; G. G. Garrett; Paul H. Boatman, AT-2000; J. W. Skolaut; W. E. Peterson, FM-2001; and Alan H. Glass.

Civairettes Valentine Ball Queen, Sarah Boyce (center); and Joy Woodcock (left) and Helen Hazelwood (right), Princesses in attendance.

♥♥♥♥♥

Retiring Walter "Van" VanAlstine (32-1/2 years as an Airways Maintenance Inspector) admiring his new gift from his co-workers. Left to right: W. L. "Bill" Gillette; Van Alstine; Wm. O. "Bill" Lockhart; Edwin O. "Ed" LaSanska; and James A. "Jim" Arnold.

The R. O. Coffee Shop is now decorated with paintings made by FAA artists. Shown displaying some of these are, left to right: Donald E. James, Vera Foulke and Dorothy Whitney.

PROGRESS REPORT - NEW CENTERS UNDER CONSTRUCTION

The four new type Air Route Traffic Control Centers now under construction in Region 3 had their pictures taken a week ago and here they are in their present state. Upper left, the Minneapolis ARTCC at Farmington; upper right, the Kansas City ARTCC at Olathe; lower left, the Indianapolis ARTCC at Indianapolis; and lower right, Chicago ARTCC at Aurora.

EMERGENCY READINESS

Last month we talked about the radioactive material that is sucked up into the "mushroom cloud" and which comes down to earth as radioactive fallout.

Why is this fallout material so dangerous? Well, if it were like ordinary dust and dirt which settles out of the air after a good wind storm, there would be no danger. But these particles have been made radioactive in the fissioning process at the time of the nuclear explosion of the bomb. This means that they are now capable of giving off energy in the form of alpha, beta, and gamma rays. These can best be described as flying electrical charges, some of which can travel great distances through the air and can even penetrate considerable thicknesses of material. It is because these radiations can neither be seen nor felt by human beings, but can have harmful effects even at great distances from their source, that they are a very real threat to our lives.

Fortunately, the danger from radiation doesn't last forever. Nature has made up the elements in such a way that if they are radioactive they slowly decay or waste away as a result of giving off these energy rays. The rate of this decay depends on the nature of the particular material (isotope) and the amount of it. Some materials take billions of years to decay in this fashion while others may last only a fraction of a second. Roughly one can say that the radioactivity seven hours after a nuclear explosion will have decreased to one-tenth its original activity for the materials found in nuclear weapons.

The effect of radiation on the human body is the primary concern in all radiological defense matters. A large dose delivered to a small part of the body, or over a long period of time, may have little effect. However, a whole-body dose, such as would be encountered in fallout conditions, delivered over a short period of time, (say within 24 hours) will have the following results: from Or. to 270r. the effects which will be visible will vary from none to some radiation sickness with vomiting, nausea, and blood changes; from 270r to 500 r. increasing radiation sickness may be anticipated with about 50% deaths within one month; from 500r. to 750r. severe radiation sickness, with up to 100% mortality; with an acute whole-body dosage of more than 750r. there will probably be no survivors.

(Note: The small letter "r" which follows the numbers above stands for roentgen ((pronounced rentgen with a hard g)). The term roentgen is used in measuring gamma radiation from fallout. It is the same standard unit of measurement used in measuring X-rays. If anyone should insist on being technical about it, one roentgen is equivalent to the production of two billion ion pairs per cubic centimeter of standard air.)

But who wants to be that technical?

Getting back to the effects of radiation on the body, the alpha radiation cannot penetrate the skin, they just bounce off. Consequently they present no great danger unless they are taken into the body through open wounds.

The beta radiations can be dangerous both internally and externally, but they are stopped by moderately thick clothing. They are most hazardous when radioactive dust comes directly in contact with the skin or are taken internally.

But, the gamma rays, like X-rays, are

Continued on page 24.

1960 ROUNDUP

During 1960 - a year in which the number of jet transports in service increased by 86 percent and all branches of aviation continued to grow - the Federal Aviation Agency continued to move towards automatic control of the nation's increasing air traffic.

Computers at six Air Route Traffic Control Centers - Washington, Boston, New York, Pittsburgh, Cleveland and Indianapolis - were inter-connected during 1960 to automatically "talk to each other" and exchange information about air traffic crossing the boundaries of the six centers. The new computers at these centers, which print flight strips automatically, forecast the day when machines will take over many of the manual operations of the air traffic controller.

A second step in FAA's long range efforts to match the new speed and volume of air traffic with new and faster communications, services, and control was the introduction of teletypewriters with a speed of 100 words a minute as compared to a former speed of 75 words per minute.

Looking far ahead, the FAA began planning for the production of a Mach 3 transport and for its acceptance into airway traffic.

The number of jet transports in service increased during 1960 to 169, an increase over 1959 of 86 percent. An additional 92 new jets are on order by the airlines for 1961 delivery. Business flying increased by about on e percent; general aviation - the largest part in terms of hours flown - produced a record year; VHF airway mileage increased to 179,655; scores of engines, helicopters and planes, including three big jet transports, were given certificates of airworthiness.

The increase in the number of large jets continued the serious problem of noise, facing the FAA. This continuing problem was considered second only to safety and some improvement was brought about in noise conditions near airports.

The mid-air collision in New York, resulting in 116 passenger fatalities, pushed the 1960 rate on air transport safety up to 1.0 per 100,000,000 passenger miles flown, the first time since 1952 that the rate has been more than a fraction of 1.0. In 1959, the record was 0.7. An estimated 56,500,000 passengers rode the domestic airlines during 1960.

General aviation's accident rate remained about the same with an estimated 4,600 accidents for 1960, compared to 4,587 in 1959. The 393 fatal accidents in 1960 accounted for 850 fatalities (estimated) a rate of 20.6 fatalities per 100,000,000 occupant miles flown. (Note that these figures include all occupants of the airplane, not just passengers, as do those of the air carrier.)

At the end of 1960, FAA employed a total of 39,639 personnel with 44 percent engaged in air traffic management, operating a total of 647 facilities. Of these, 228 were airport control towers which handled a total of 25,752,000 aircraft operations, and 338 were Flight Service Stations, where new and helpful services were instituted to help all flyers using the airways. Two new and especially-designed air route traffic control center buildings were completed and 10 others were under construction, another reflection of the improving aids for airway use.

A significant advance in the field of air traffic control was the inauguration of positive control of all traffic in the Indianapolis-Chicago area, between the 24,000 and 35,000 levels. The proven safety of the success of this plan has prompted plans for extension of the concept beginning in 1961.

Progress in converting the airways from low/medium radio frequencies to very high frequencies continued, with 9,467 nautical miles of low frequency airways revoked and 14,819 miles of VHF added. New speeds were required in all airways operations. The FAA bought four high-speed jet-powered planes for use in checking its airway aids under a more efficient "grid" system; it added 10,452 miles to its circuit of fact communication, capable of handling 800 words a minute; and it was allotted 99 new frequencies to relieve the crowded communications system upon which safe flying depends. Restricted airspace was reduced during the year by a net of 15,213 square miles.

Safety considerations prompted two actions by the FAA relating to pilots. Applicants seeking private pilot certificates were required to have a minimum of instrument flying ability - enough to enable them to fly safely out of bad weather; and airline pilots were required to retire from air transport piloting when they reached 60 years of age. The Agency reinstated its requirement for health examinations for private and student pilots by designated aviation medical examiners.

General aviation profited from several FAA actions during the year. A flight following service was started to serve the pilot who files a flight plan from beginning to end of his trip. Many research projects were aimed directly at the private pilot's needs, among them more and better weather information, and a simple visual glide path system for bad weather landings applicable to small airports. Many other projects are under way aimed at better service and safety aids for the large group that makes up general aviation. Pilots are cooperating in these safety measures by filing PIREPS, reports of the weather they encounter in flight, which the FAA then passes on to others.

At the end of the year, 9,500 air navigation and air traffic control facilities were in operation. These range from simple ground-air communicatic to large, complex radar systems. Most of them operated 24 hours a day, many unattended. To keep these facilities in operation and to keep up with technologic advances in the fast-moving aviation field, 4,500 engineers and technicians took training during the year in 20 courses. Another 12,000 were trained on the job.

With the addition of 10 new surveillance type radars during the year, a total of 125 are now in service.

During 1960, 4,000 actions were taken by the FAA to enforce safety rules. Civil penalties compromised and collected were 50 percent over those of 1959; and approximately 1,200 airman certificates were suspended or revoked.

An expanded Aviation Medicine Bureau wrote reports on such subjects as Age and its Influence on Aviation Activities; Human Factors in Accidents; and Physiological Stress Problems Unique to Civil Aviation. A new Civil Aeromedical Research Institute was established at the University of Oklahoma and a Clinical Research Branch at Georgetown University Hospital in Washington.

More than 8,400 FAA employees took special correspondence training courses given by the Agency; 6,110 completed courses at the FAA's school; 170 took training with the military; 2,000 supervisors of technical programs received management training;and top level officials of the Agency were enrolled in four classes of an "Executive School."

The Agency bought a DC-8 jet engine simulator, and a simulator for the propeller and electrical system of the Lockheed Electra for use in training FAA air carrier Safety Inspectors.

In the Agency's field of research and development, accomplishments during the year provided significant improvements to equipment in service in the field. Emphasis was also placed upon the application of known technologies to develop new systems to accommodate the ever increasing air traffic demands.

In this connection the FAA received computers, consoles, and other new components for its new Semi-Automatic Data Processing Central. They are presently being tested at the Atlantic City experimental facilities before their scheduled installation in the new Boston Center in early 1962.

Five visual glide path indication systems were evaluated and the Administrator selected the British Calvert System to be the National standard for installation at airports throughout the country.

A new height finding radar was installed at the Atlantic City Center, while excellent progress was made in many other areas. Among these were all-weather landing systems, high speed air-to-ground, ground-to-air communications and airport lighting.

More than a thousand officials from 65 countries visited the United States during the year to observe our aviation enterprises. A 10-man team of USSR aviation officials visited the United States and Administrator Quesada headed a Transport Exchange delegation which spent three weeks in the Soviet Union. The training of foreign nationals from friendly countries in aviation matters continued, 394 coming to the U. S. from 45 countries. U. S. civil aviation technical assistance groups worked in 32 foreign countries, four more than in 1959.

Washington National Airport presented the taxpayers with another good year, turning in revenue of $4,000,000 compared to a cost of $3,800,000 for all operations. Improvements are under way there which ultimately will make possible the handling of 6,000,000 passengers. Construction of Dulles International Airport at Chantilly, Virginia, continued.

CIVAIRETTES VALENTINE PARTY

Stan Siggs MC'd the Civairettes' Valentine party and dance on February 10 and in the line of duty had the pleasure of crowning pretty blonde Sarah May Boyce Queen of Hearts. She is in the Procurement Branch at the R. O. Helen Hazelwood and Joy Woodcock, both from the Engineering and Manufacturing Branch in the R. O., were crowned princesses.

All proceeds from the Queen Contest and ticket sales (after expenses) will be used for a charity project to be chosen by the Civairettes Service Committee.

The party was a great success and the Club says "Thank You" to everyone who supported it and the Queen contest.

TRUE STORY?

The following yarn recently was aired in the Congressional Record, where it was put after an appearance in one of the magazines published by the Rotary Club.

"Do you Happen to Know This Man?"

"A young man lived with his parents in a public housing development. He attended public school, rode the free school bus, and participated in the free lunch program. He entered the Army, upon discharge retained his national service insurance. He enrolled in the state university, working part time in the state capitol to supplement his GI education check.

"Upon graduation, he married a public health nurse, bought a farm with an FHA loan, and obtained an RFC loan to go into business. A baby was born in the county hospital. He bought a ranch with the aid of the veterans' land program and obtained emergency feed from the government.

"Later he put part of his land in the soil bank and the payments soon paid out his farm and ranch. His father and mother lived very comfortably on the ranch on their social security and old-age assistance checks. REA lines supplied electricity. The government helped clear his land. The county agent showed him how to terrace it; then the government built him a fishpond and stocked it with many fish. The government guaranteed him a sale for his farm products at highest prices.

"Books from the public library were delivered to his door. The government insured the money he banked. His children grew up, entered the public schools, ate free lun ches, rode free school buses, played in public parks, swam in public pools, and joined the FFA. The man owned an automobile so he favored the federal highway program.

"He signed a petition seeking federal assistance in developing an industrial project to help the economy of his area. He was a leader in obtaining the new post office and federal building, and went to Washington with a group to ask the government to build a great dam costing millions so that the area could get 'cheap electricity.'

"He petitioned the government to give the local air base to the county. He also was a leader in the movement to get his specific type of exemptions.

"Then one day he wrote his congressman: 'I wish to protest these excessive governmental expenditures and attendant high taxes. I believe in rugged individualism. I think people should stand on their own two feet without handouts. I am opposed to all socialistic trends and I demand a return to the principles of our Constitution and the policies of states' rights.'"

AVIATION MEDICINE

FIELD
DIVISION
NO.3

A COLD VACCINE????

With most of the winter still ahead and a good many of you either coming down with or in the various stages of an upper-respiratory infection (common cold) many of you have asked; "When are they going to get a cold vaccine?"

I recently noted an article in the Medical World News, December 16, 1960, on this same subject, the context of which I shall try to present to you.

Dr. Robert J. Huebner of the National Institute of Allergy and Infectious Diseases summed up the problem in a single sentence at an AMA meeting in Washington: "Like the old lady who lived in the shoe, we have so many viruses, we don't know what to do."

According to the NIAID report, the coveted vaccines against common colds and other respiratory infections now seem farther away than ever. Each step forward has revealed more problems than solutions. The early identification and classification of so many different agents has gotten beyond the resources and capacity of most virus laboratories. Respiratory infections involve scores of viruses, which means that any effective vaccine must be multivalent.

Dr. Huebner and his group have been studying more than a half dozen different vaccines incorporating several viral antigens. The results have been mostly the same - insufficient antibody responses. Thus it is indicated that attenuated live virus vaccines may be necessary - another formidable scientific problem.

A three year study at the Children's Hospital in Washington, D.C. has shown that at least four virus families make varying contributions to the etiology of common colds (mild rhino-pharyngitis-bronchitis). Two or more viruses often appear at the same time in a given infection and a single virus can produce different clinical syndromes at different times. Also, the viruses responsible for respiratory outbreaks in one year may be entirely different from those responsible in another.

Most all of the NIAID research work has been with children with the exception of limited studies conducted at the Marines' Parris Island, S.C. Training Center, so very little is known about the viral patterns in adults. One test conducted included giving a specific virus to 35 volunteers. The virus was recovered from 27 of these; half had serologic and clinical evidence of mild upper respiratory disease. Significantly, antibody titers apparently has little relationship to reinfection rates. This only served to point up another of the great problems in the search for a vaccine. If even natural infections produce little immunity to some of the respiratory viruses, then what chance is there that commercial antigens will succeed?

Studies have led to the discovery of more new viruses than any other single inquiry. However, it is an enormously difficult and expensive undertaking as the findings must be confirmed by other investigators, respiratory disease patterns should be surveyed in other areas and other population groups, and the problem of adult disease, still barely touched, needs to be tackled. Only when the major viral pathogens have been identified and evaluated will there be

a rational approach to development of a vaccine.

When can we expect a satisfactory cold vaccine to be on the market? To answer a question with a question - Who knows? In spite of the magnitude and accomplishments of the work already done, there still remains a great deal of research and study before the obstacles and problems of a satisfactory vaccine can be overcome.

I am sorry to say but for the time being you will just have to suffer through your "thold in dah hade."

It is with pleased satisfaction that we apologize to the readers of FLIGHT LINES who failed to understand the article on the Black Widow Spider Bite. If nothing else, it proved one thing (at least to us) - that some of you do read our articles.

In reply to a request to reprint the article in layman's language, we submit the following:

Except for the female black widow, most spiders are harmless. Their bites only sting or burn, with some local redness of the skin or swelling, although the venom of the brown spider may cause the cells of the skin to die and slough away at the site of the bite. But the bite of the female black widow spider is known to have produced swelling and excessive accumulation of fluid around the fibrous membranes of the bones, swelling of the feet, and a painful sensation of tingling, crawling or burning of the skin of the legs. (A sensation similar to the one when your arms or legs "go to sleep.")

Early specific treatment is essential to avoid severe muscle cramps and a prolonged period of recovery. Deaths due to black widow spider are rare, "the highest incidence ever reported being 5%." (JMA Ga. 10-60.)

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very penetrating. Fallout gives off gamma rays varying in intensity from very soft to very hard and penetrating. Therefore even relatively thin shields afford some protection against gamma rays since they absorb the softer components. However, to provide adequate protection against the more energetic gamma rays, considerable thickness of materials is required. It is the gamma radiation from fallout that causes the most damage to human beings - even death.

The situation is not hopeless though - it's mostly a matter of knowing how and what to do and of course doing something about it.

In the next issue we will discuss some of these shielding or sheltering materials, just how effective they are, how much radiation they will stop, etc.

NEW REGULATION

A Special Civil Air Regulation has been issued by the Federal Aviation Agency, effective immediately, making it mandatory for pilots in command of aircraft to report immediately to FAA Air Traffic Control any inflight mal-functions of navigational or air/ground communications equipment.

Those mal-functions to be reported are:
1. Loss of VOR, TACAN, ADF, or low frequency navigation receiver capability;
2. Complete or partial loss of Instrument Landing System (ILS) receiver capability;
3. Impairment of air/ground communications capability.

PERSONNEL HI-LITES

IDEAS THE BASIC FOR EFFECTIVE COMMUNICATIONS

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

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

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

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

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

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

CLOSING CIVIL SERVICE EXAMINATION

Beginning February 4, 1961, until further notice, applications will not be accepted for Air Traffic Control Specialist, Electronic Technician, Electro-Mechanical Technician, and Construction and Maintenance Mechanic as the Civil Service examinations for these positions are being suspended or closed on that date.

All field offices have been notified of these changes by Regional Memorandum of

January 25, 1961. A supply of Amendments to the examination announcements has also been supplied to all facilities and Civil Service offices throughout the Region.

This action is taken to provide maximum utilization of present personnel staffs during the transfer of application files from other regions with the realignment of regional boundaries.

Currently there is an adequate supply of qualified eligibles on all Board registers to meet our recruitment goals for the foreseeable future.

The recruitment situation will be reviewed within the next two to three months, and the examinations may be reopened or new announcements issued, depending upon circumstances at that time.

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

PROPOSED PERSONNEL LEGISLATION

The following bills of significance to personnel administration have been introduced. At this point (2/3/61) we do not have information as to their prospects.

Bill S. 188 — Sponsor: Mr. Johston

A bill to grant civil service employees retirement after thirty years' service.

Bill H. R. 1011 — Sponsor: Mr. Lesinski

A bill to amend the annual and sick leave act so as to provide for one full day of annual leave for each bi-weekly pay period for all employees and to change the maximum accruals of annual leave from 30 days to 60 days where present 30 day limitation applies, and from 45 days to 90 days where the 45 day limitation applies. Sick leave accruals would be increased to 15 days per year.

Bill H. R. 978 — Sponsor: Mr. Huddleston

A bill to authorize the optional purchase of additional amounts of group life and accidental death and dismemberment insurance by individual employees in certain cases.

Bill H. R. 897 — Sponsor: Mr. Baldwin

A bill to provide travel pay and compensatory time off with respect to time in travel status for certain civilian officers and employees. This bill would appear to provide a statutory basis for certain present practices sanctioned by the Comptroller General.

Bill H. R. 1209 — Sponsor: Mr. Multer

A bill to amend the Hatch Act to repeal certain restricted language limiting political activities of federal employees.

Bill S. 75 — Sponsor: Mr. Carlson

A bill to amend the Civil Service Retirement Act so as to eliminate the provisions requiring termination of annuities of surviving widows or widowers upon remarriage.

Bill S. 74 — Sponsor: Mr. Carlson

A bill to amend the Civil Service Retirement Act to provide for recomputation of annuities where persons designated to receive survivor annuities predecease annuitants.

Bill S. 254 — Sponsor: Mr. Beall

A bill to amend the Hatch Act to permit greater political activity for federal employees residing in Maryland or Virginia and employed in the metropolitan area of Washington.

Bill H. R. 435 — Sponsor: Mr. Lane

A bill to change the formula for computation of retirement annuities in section 9(e) of the Retirement Act from 2% to 2-1/2%.

Bill H. R. 1275 — Sponsor: Mr. Zelenko

A bill to provide three additional longevity step increases.

Bill H. R. 1276 — Sponsor: Mr. Zelenko

A bill to permit employees to be excused to vote up to 4 hours without loss of pay or annual leave.

Bill H. R. 1790 — Sponsor: Mr. Inouye

A bill to eliminate the distinctions in the Federal Employees Health Benefits Act with respect to dependent and nondependent husbands.

Bill H. R. 565 — Sponsor: Mr. Rogers

A bill to provide annuities for surviving spouses without deductions from the original annuity.

Bill H. R. 475 — Sponsor: Mr. McDonough

A bill to provide legislative compensation for wage rate employees.

Bill H. R. 155 — Sponsor: Mr. Rooney

A bill to increase the retirement computation factors from 2 to 2-1/2% for employees engaged in hazardous duties.

Bill H. R. 476 — Sponsor: Mr. McDonough

A bill to provide that accumulated sick leave may be credited to the retirement fund.

Bill H. R. 295 — Sponsor: Mr. Baldwin

A bill to provide that rates of compensation be fixed by wage boards for employees now subject to the general schedules of the Classification Act of 1949.

Bill H. R. 119 — Sponsor: Mr. O'Neill

Same as H. R. 155.

Bill H. R. 120 — Sponsor: Mr. O'Neill

Same as H. R. 1011.

Bill H. R. 321 — Sponsor: Mr. Byrne

A bill to provide that no officer or employee shall suffer loss of pay or leave for participation in any court proceedings, including travel time, in any State, territorial, or Federal court, whether or not the government is a party to the action.

Bill H. R. 505 — Sponsor: Mr. Multer

A bill to exempt from income tax, annuities and pensions paid by the United States to its employees.

Bill H. R. 112 — Sponsor: Mr. Libonati

A bill to amend the Act of September1, 1954, (the Hiss Act) in order to limit to cases involving the national security the prohibition on payment of annuities to employees of the United States.

Bill H. R. 1929 — Sponsor: Mr. Dulski

A bill to eliminate the requirement for not less than 10 years in the position as a prerequisite for eligibility for longevity step increases.

Bill H. R. 1007 — Sponsor: Mr. Lesinski

A bill to amend the Civil Service Retirement Act to delete the requirement for attaining the age of 55 years in order to be eligible for immediate retirement.

Bill H. R. 1052 — Sponsor: Mr. Multer

A bill to increase to 2-1/2% the multiplication factor for determining annuities for employees engaged in hazardous duties.

Bill H. R. 1274 — Sponsor: Mr. Zelenko

Same as H. R. 1052.

Bill H. R. 1002 — Sponsor: Mr. Lesinsky

A bill to provide a uniform allowance at a rate not to exceed $100 per annum or for uniform upkeep allowances of not to exceed $100 per annum.

Bill H. R. 1042 — Sponsor: Mr. Multer

A bill to repeal Public Law 769, 83d Congress popularly referred to as the Alger Hiss Act.

Bill H. R. 1225 — Sponsor: Mr. Pelly

A bill to provide for the Attorney General to defend any civil action against an employee or his estate arising out of accidents resulting from the operation of motor vehicles on official Government business.

Bill H. R. 966 — Sponsor: Mr. Healey

A bill to provide for minimum absence without charge to leave of two hours for purposes of voting.

Bill H. R. 140 — Sponsor: Mr. Rogers

A bill to exclude the full amount of Civil Service Retirement Act annuity from gross income for income tax purposes.

Bill H. R. 918 — Sponsor: Mr. Broyhill

A bill to grant Civil Service retirement after 30 years service regardless of age.

Bill H. R. 952 — Sponsor: Mr. Friedel

A bill to provide a mandatory penalty of 30 days suspension to summary dismissal for wilful use of any government-owned or leased motor vehicle or aircraft for other than official purposes.

Bill H. R. 1058 — Sponsor: Mr. Natcher

A bill to provide credit towards civil service retirement for certain periods of service rendered to States or instrumentalities of states.

Bill H. R. 750 — Sponsor: Mrs. St. George

A bill to increase all rates of pay under the Classification Act of 1949 at the rate of $400 per annum, to require a new cost of living study in continental United States for a six-month period ending June 30, 1961, and for each six-month period thereafter; and for a $50 per annum increase or reduction in rate of pay of Classification Act employees for each point or major fraction of a point change in the "Basic Consumer Price Index" for any six-month period.

Clyde Humphreys, FM-3385, receiving trophy from Lloyd Jones, President of the Aeronautics Toastmasters Club 559, Kansas City, for being the best entry in the speech contest. Humphreys will represent the Club in the Regional contest in April. The winner there will be eligible to compete in the International contest later.

Class in Management for Supervisors at the R. O. 1/16-27. Seated: Wesley S. Woodbury, Kenneth W. Gordon, Byron D. Yates, Charles M. Dean, Ronald E. Current, Donald C. Bollard, Jr: standing; Cyril H. Femrite, Glenn R. Turner, James C. Ray, Kenneth W. Hollinger, Kenneth R. Whitney, Marion Shaw, Jr., Ernest H. Fountain.

Secretarial Development Course, St. Louis, 1/9-13. Front row: Frankie Bromstedt, Muriel J. McBroom, Irene M. Moore, Helen C. O'Hare, Charlotte Sayers: back row: Cleo Brock, Thelma Dunn, Myrtle Walsh, Elaine M. Berkemeier, June Williams, Mabel Parrish, Barney Anderson.

Effective Writing Course, 12/12-15, Indianapolis. Seated: Oscar Shell, Kenneth Danielson, Ronald Molen, Albert Fellin, Robert Colling, Walter Hamilton, Howard Brandt, Loren Chandler. Standing: Doyle Carter, Herschel Marshall, Thomas Kays, Jerry Derden, Thomas Peterec, Donald Pope, Keith Blythe, Virgil Moser, Charles Saxton, John Locke, Jack Richards, Conrad Henthorn, A. C. Ross, Billy Vincent, Joseph Rankin, C. H. Femrite, T. W. McCrackin and Cleo Brock.

Management course for Supervisors, Indianapolis, 12/12-16. Front row: Raymond Hoffman, William Gummer, Arthur Sharp, Francis Barton, James Herrin, William Marko, Loren Chandler; middle row: F. Rodgers Agness, John McTucker, Harold Couter, Jr., Thomas Burks, Earl Gagnepain, Thomas McCrackin, Cy Femrite; back row; Cleo Brock, Barney Anderson, Jay Martindell, James Longstreth, Eugene Sego, Robert Molle, Nylas Clements, Harold P. Shields.

Management for Supervisors, Minneapolis, 1/30 2/3. Front row: Larry Leporte, Stan Sievertson, Ken Woelfl, Art Carlson, Ed Blazejak, Paul McDonnell; 2n row: Jim Bayer, Jack Thrailkill, Dick Curry, Frank Behrman, Wendell Moore; 3rd row: Bob Kelly, Ole Olson, Fred Howland, Ben Broman, Bill Langer, Butler Gregory.

IN SAFETY YOU PROTECT —

Not a camera
— but a human eye
Not a pump
— but a human heart
Not a compressor
— but a human lung
Not a chainfall
— but a human back
Not oil and grease
— but human blood
Not tires
— but human feet
Not a sling
— but human hands

You protect the most important machine on your job —
THE HUMAN BODY.