FLIGHT LINES

FEDERAL AVIATION AGENCY–REGION 3

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FLIGHT LINES
FEDERAL AVIATION AGENCY—REGION 3

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ON THE COVER

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Weather on TWB

DIVISION REPORTERS

Air Traffic Management
George W. Kriske

Facilities and Materiel
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Flight Standards
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Leslie R. Eichem
Geo. W. Ireland
K. D. Mackenzie

Personnel and Training
Laurence B. Kent

Aviation Medicine
Doris M. Snow

Legal
Betty Vogel

FROM THE REGIONAL OFFICE

NEW YEAR THOUGHT

With the beginning of each new year it has become customary, sometimes to the point of routineness, for management to thank all employees for the effort and support given during the past year and wishing them well in the future.

This year, of all years, each of us can look back on our challenges and accomplishments and without any need for rhetoric from management gain the feeling of a job well done. With sincerity in its most meaningful sense, the entire management of Region Three thanks each of you.

As to the future - all indications lead to greater challenges, increased demands on both the Agency and the individual, and a paramount need for giving our best, retaining unanimity in our objectives, and of greatest importance being a staunch member of the FAA TEAM. Instead of awaiting the end of 1961, let us all periodically re-examine our consciences for self assurance that we are carrying our share of the load.

TRANSCRIBED WEATHER BROADCASTS

Of the 325 Low Frequency - 4 course Radio Ranges operated by the FAA today in the United States, a total of 87 at selected locations are being equipped to provide continuous transcribed weather broadcast information as a service to the flying public.

This is part of a program begun by the United States Weather Bureau at Washington, D.C., in October of 1954. A second continuous weather broadcast unit was commissioned at the Indianapolis FAA Flight Service Station in May, 1958. This program has received a most responsive acceptance by pilots since its beginning.

Transmitting in the 200-400 K.C. Band, this new service is designed primarily to provide pilots with pre-flight weather briefing. The broadcasting of this information on a continuous basis provides current weather information at any time, eliminating the time consuming telephoning with its attendant busy signal, particularly during periods of marginal or bad weather.

In addition to basic area weather the transcribed service includes forecasts, flash advisories, pireps, winds aloft and other pertinent weather information as an aid to flying safety.

Of the 87 L/MF radio ranges assigned this continuous transcribed weather broadcast capability, 21 are in Region 3. Those stations already providing this service include Joliet, Minneapolis, Milwaukee, Omaha, Wichita, Detroit, Traverse City and Indianapolis.

Range stations in our region scheduled for this service in the near future include those at Kansas City, St. Louis, Bismarck, Duluth, Fargo, Garden City, Houghton, Moline, North Platte, Rapid City, Sault Ste. Marie, Sioux Falls, and Springfield, Missouri.

Robert B. Dalton, Jr., Airways Operations Specialist at the Wichita FSS, inserting a cartridge of fresh weather information in the Transcribed Weather Broadcast Unit there.

Installation of the transcribed weather broadcast equipment on the ranges in no way interferes with the present services provided by these stations - namely, navigation and airport approach service, plus voice communication with aircraft equipped with radio transmitters, or receivers in the 200-400 KC range. Keying the microphone for voice transmission from the Flight Service Station automatically cuts off the transcribed weather broadcast.

Weather information transmitted on these transcribed weather broadcast stations is kept current by changing the information to coincide with the hourly weather sequence reports - or more often if necessary. The broadcast is made possible through a series of cartridges containing tapes on which the information is recorded in segments. A total of 17 minutes of material may be transcribed on the machine. As new

weather information is obtained all reports are erased from the cartridges and the new information is recorded. This keeps all weather data strictly upto date.

To accomplish a smooth flow of information without long gaps between items, each cartridge is triggered by the preceding cartridge as it completes its recording. Information for these transcribed weather broadcasts comes from the teletype circuits in the Flight Service Station accumulating reports from all over the country, from some 600 other Flight Service Stations, and Weather Bureau Facilities.

Personnel of the Flight Service Stations, in addition to their other duties, have the responsibility for keeping the tapes current.

Future planning calls for eventual decommissioning of the navigational feature of these 87 L/MF ranges when acceptable VOR services are made available. At that time the 4-quadrant Morse coded "A" and "N" navigational orientation feature of the facility will be removed and the Range Station will be converted to a non-directional beacon which will continue to provide "homing" capabilities to aircraft equipped with automatic direction finding equipment.

Donald Carmichael (SEIT) and Duane Robinson (EIT) installing TWB equipment at Kansas City.

While many civil and military aircraft continue to use the L/MF ranges for navigation purposes, conversion to the VOR (Very High Omni-Direction Range) System of the Federal Airways continues and will in time replace this earlier system. During 1959, 9467 nautical miles of low frequency airways were revoked as 14,819 miles of VHF were added. Thus, in the future, the primary service of the L/MF stations to the flying public will be in the continuous transcribed weather broadcasts and the non-directional "homing" or "town finding" services of the stations.

Charles M. Siever

FAA VETERAN RETIRES

Culminating 32 years of service with the FAA and predecessor organizations, a man known throughout the Region, Charles M. Siever, has retired. His most recent assignment with our Agency has been that of Supervisory Electronic Specialist at Des Moines, Iowa. Charlie started his electronic career as an Airway Keeper in Cassaday, Kansas, moving from there successively to Columbia and Spring Bluff, Mo.

Charlie's retirement plans include establishing a home at Springdale, Arkansas.

EMERGENCY READINESS

Ed. Note:
So many people have been asking questions about the general subject of emergency readiness, nuclear warfare, radiation, fallout, shelters, etc., we are going to provide an article each month with just such information. Questions you would like answered in future issues may be addressed to RM-320.

Just what would a thermo-nuclear attack be like? Well, you could say it would be a one-two punch affair. First there comes the blast and glare and heat and noise. Then comes the silent rain of fallout material from the sky, spreading like a shadow over the land, bringing sickness and suffering and death. It is insidious, because the fallout cannot be heard or smelled or perhaps even seen.

Millions of people will survive the first punch merely by being far enough away from the point where the bomb bursts. But fallout may claim the lives of countless people hundreds of miles away from the blast, and weeks or months after it. Proper planning and forethought can provide shelter against this malignant cloud.

Nuclear weapons are unique because of the different types of energy they release as well as the magnitude of such blasts. About half of a nuclear bomb's energy goes into the blast effect, about a third is released as thermal energy, approximately 5% is released as initial radiation and the remaining 10% forms what is known as "residual radiation." It is with the latter that we are primarily concerned when talking about fallout.

The initial radiation is produced within a minute or so after the burst and its range of effectiveness is quite limited. Although very intense and lethal, initial radiation affects only the area which has been physically devastated by the explosion. The enormous amount of energy released immediately creates the so-called "fireball", the temperatures of which can be measured in millions of degrees. If the fireball touches the earth, vast quantities of soil, rock and other matter are vaporized and sucked up into the fireball. It has been estimated that if only 5% of the energy from a 1 megaton bomb (a bomb equivalent to 1 million tons of TNT) is expended in this vaporization process, approximately 20,000 tons of vaporized soil and rock will be taken up into the fireball.

As the fireball rises, it cools and the familiar "mushroom cloud" is formed. This may rise to a height of 20-25 miles. The vaporized matter is carried up into the cloud. In addition, the rising column of hot air will create high-velocity winds moving to and upward with the column, and these winds will carry large amounts of dirt, dust and debris resulting from the explosion up into the cloud. Here the material is contaminated by fission products and rendered radioactive.

As the vaporized material cools it crystalizes, and particles are formed ranging in size from very fine dust to large grains comparable to beach sand. The finer particles may remain suspended in the upper air for several years; heavier particles will descend in a much shorter time, varying from a matter of several hours to weeks, depending on their size. As the wind carries the cloud of radioactive materials, the fallout of these particles may be

Continued to page 8.



FLIGHT STANDARDS



A NEW YEAR'S BABY

A New Year's "fledgling" Engineering & Manufacturing District Office, No. 44, was born at Willow Run Airport in Detroit on January 3, 1961. Workload in the Detroit area formerly handled by Muskegon will be handled by FSDO 3-44. It will function as a sub-office to FSDO 3-41.

Mr. Joe J. Macha, formerly of the Muskegon office, has filled one of the two technical positions established in the office. He is making plans to move his family to Detroit at the completion of the mid-year school term. A second technical position is scheduled to be filled in March.

Steps have been taken through channels to fill the clerk-stenographer position. Anyone interested in this position at the Willow Run office should contact either Mr. Macha or Mr. A. M. Samus at Muskegon.

The Muskegon office is sorry to lose Joe and all wish him God-speed.

FOOD FOR THOUGHT

A recording angel walked through the Engineering and Manufacturing Branch one morning just after 8:00 o'clock and asked one of our engineers, "What are you doing?" He replied, "I'm finally getting upgraded to a GS-13 and it's high time!" The angel went on to the next branch and asked another engineer the same question. He replied, "I'm writing a letter to a manufacturer and I'm having a hard time because I can't write what I'm thinking." The angel went on, as angels do, and asked the third engineer, "What are you doing?" He looked up from his busy desk with a vision in his eyes and replied, "I am making it safer for people to fly!" The angel went on then to wherever it is angels go because he had found the right answer at last.

We call it "attitude toward the job" and where it comes from nobody knows. A supervisor can't inspire it, although he can help a little. It isn't dependent on how important or how easy or hard the job is, although all that contributes a little, too. Why some people have the No. 3 engineer attitude toward their jobs and others don't might be one of life's little mysteries, but what it does for the job, just ask any supervisor. What it does for the individual defies description. It provides the wider perspective which is immunization to discouragement and irritations. It changes an eight-hour day from just plain work to an exciting challenge. It's fun!

Wouldn't it be grand if the recording angel could come back again some morning and get the right answer at every single desk in the FAA?

WEDDING BELLS

Our very best wishes to the former charming "Miss Georgia Dale" of the Engineering and Manufacturing Branch. Georgia was joined in holy matrimony to Mr. Philip Ruhl on December 26, 1960, at the South Prospect Methodist Church by the Rev. C. E. Sullens.

We're glad we do not have to say "goodbye" at this time, as Georgia will be continuing in her present position with the FAA. The "newly-weds" will make their home at 2812 Cedarcrest Drive, Independence Missouri.

All of Georgia's friends join in wishing her and her husband a long and happy married life.

FACILITIES & MATERIEL

FIELD DIVISION NO. 3

It is usually quite risky to recite New Year Resolutions and promises, much less give predictions and generally forecast on what is in store for us during the coming months. The year 1961 will be no exception I'm sure, in that to begin with, 1961 can be upside down and still look the same. We can only hope this will establish the general attitude that is to prevail in the immediate future. Signs preceding our entry into 1961 give us pause, however, and we have only to remember that we in the middle (or muddle) of two operations right now that need our best understanding if we're to keep going right side up. The first is the field reorganization of FAA into Field Divisions for pursuit of our operational responsibilities, and the other is "Operation Straightline." Status reports on both efforts are always interesting to everyone, but not guaranteed to contain only pleasant news.

To report on the Field Division organization, we have mixed emotions, in that some of the benefits of having Airports, Establishment, Maintenance and Materiel together in one family are beginning to emerge and give us strength where it has been needed for a long time. Every large family has its differences, and I would be wrong to suggest that all is "sweetness and light." The benefit comes from two things mainly. One is the ability to spot problems earlier, and two is the capacity for resolution of these problems more effectively, giving the different viewpoints an early hearing and immediate opportunity for resolution of differences.

These are no small gains and will have the ultimate effect of giving the F&M Field Division a reputation and strength properly representative of our hard working people and our essential work.

No more startling reminder of this essentiality could we have received than that given on January 1, 1961, by the Administrator when he appeared on "Meet the Press" at 5:00 p.m. CST. His emphasis on reliable navigational facilities and greater capacities needed at airports across the nation told the nation what we have known for a long time, and we now must respond to the challenge of the problems set before the country at large so effectively.

Our F&M Field Division No. 3 is rapidly coming into focus as a healthy, capable and most significant organization to deal with the problems of creating and maintaining the ground and air "platforms" that are the constant environment of aircraft in motion and at rest. As more of our population enters into active use of aviation, our responsibility grows, and often the problems become more complex. Our need for an effective organization was never greater, and it is with high gratitude and great pride that I see our strength develop. Gratitude that knows no bounds, as I am privileged to meet more and more of the people in the Division and talk with them and hear their expressions about their essential work. The high sense of duty and responsibility that shows itself immediately is testimony to the inherent strength possessed by our field organization. Great pride is felt for the privilege of being identified with the F&M Field Division and being able to participate in its significant work.

Solid planks in the structure of the Maintenance Branch were nailed down recently

with the selction of Section Chiefs as follows:

1. W. R. Turpin, Chief, Maintenance Operations Section
2. Frank W. Spader, Chief, Maintenance Evaluation Section
3. Frank W. Barwise, Chief, Maintenance Engineering Section
4. James E. Carl, Chief, Military Facilities Section.

The Maintenance Branch Chief and the Airports Branch Chief jobs are still awaiting the Washington panel preparation as of today (January 3), but are hoped for in the immediate future.

The Establishment Branch is well-nigh formed and is adjusting its headquarters into the maze of partitions on the second floor. Section Chiefs in the Establishment Branch are now firming up, and the Branch has been quite active looking over Colorado as the March 1 date for the "switch" comes closer.

Burke Braithwaite, the Materiel Branch Chief, is finding his hands full in that the Materiel Branch has become the most homogeneous of all Branches. It follows Straightline with the Maintenance Branch, it follows new Regional boundary lines with Establishment and Airports, it crosses (or follows) both lines along with F&M Division Headquarters on some problems, and it follows (or crosses) all lines, geographic and organizational, with the Regional Manager's office on certain functions. If you are still with us, you can understand why the normal caution on predictions for 1961 should be observed carefully by all of us. A status report on the formation of the F&M Field Division will be attempted in the next issue of FLIGHT LINES, hoping that we can show the personalities involved in various positions in much the same manner as was done so well by ATM in the December FLIGHT LINES.

A status report on "Operation Straightline" is certainly called for because of the time originally scheduled for its implementation. The July 1 date for full operation along "Straightline" lines will be here soon and still a great deal must be done. The selection process for the Area Supervisors has been determined, and your response to the procedural outline has been most appreciated by the Washington office of Personnel and Training. The announcement of the jobs was to come out on November 28, as you may remember, but has been delayed pending some small but important organizational changes. I hope that next month our report will show this item clarified and that we will be well down the Straightline road.

1961 is therefore most promising in several ways. It will bring us new friends from the other Regions. It will afford new opportunities for many persons through both the realignment of the Regional boundaries and responsibilities, and through "Operation Straightline." It gives us a new opportunity to perform our work with better public recognition of our essential tasks because of the nationwide focusing on FAA on January 1, when the Administrator was on "Meet the Press." It gives us the occasion for new determination to be applied in our respective skills, so that our program of provision and maintenance of navigational aids and airports reflect the highest standards in the world and give to the air-traveling public the safety it demands.

Continued from page 5.

deposited over an area of several thousands of square miles.

What is in these tiny particles of radioactive material that make them such a danger to people exposed to this fallout? Is there a way to stop them? We'll try to answer these and other questions in the next issue.

ESTABLISHING A HIGH INTENSITY APPROACH LIGHT SYSTEM

by Wesley S. Woodbury

Upon receiving an assignment for a High Intensity Approach Light System from our Washington office, action is initiated by the Nav/Aids Engineering Unit (KC-666) to have the airport owner at the assigned project acquire right-of-way necessary for a 3000-foot long Configuration "A" High Intensity ALS. This is the ideal way to initiate a project.

The airport owner is required to furnish a right-of-way 400 feet wide (200 feet on each side of the centerline extended) and extending 3200 feet into the approach area. This area shall be cleared by the airport owner of all objects such as trees, buildings, power lines, etc., if it is economically feasible to remove them. If an object cannot be removed then the lights are elevated so as to clear the object since criteria requires that no object may project above the plane of the approach lights within this area. The approach lights should not penetrate the 50:1 civil or military obstruction clearance slope.

Insofar as an ALS is concerned, a road is considered a solid object 16 feet in height, and a railroad is considered a solid object 20 feet in height. (Laugh all you want to, but remember this is a serious matter to us.) It is vitally important that no object project above the plane of the approach lights since the pilot may have the tendency to fly the ALS rather than stay on the Glide Slops "Beam" of the Instrument Landing System. On a normal instrument approach the aircraft would pass over the Middle Marker at a height of 200 feet above the ground.

A 3000 foot long Configuration "A" ALS consists of a threshold bar located as near the end of the runway as possible, and consists of 49 green lights 5 feet apart on a typical 150-foot wide runway; one red 5-light bar on each side of the runway located 100 feet from the threshold bar and in line with the runway lights; one red 11-light terminating bar, 200 feet from the threshold bar; a white 21-light distance market bar located 1000 feet from the threshold bar and a total of 27 white 5-light bars at 100-foot intervals measured from the threshold bar extending 3000 feet from the end of the runway.

Photo shows a 5-light center line bar which is used when light supports are less than 6 feet in height - Municipal Airport, Omaha, Nebraska.

View of a 5-light center line bar used at Municipal Airport, also at Omaha. In the background is the 1000-foot distance marker bar.

In addition, sequenced flashing lights are now being added to Configuration "A" ALS which nearly provides the ultimate in the transition from instrument to visual aids in the landing of an aircraft. Sequenced flash-

ing lights are installed on the ALS supports from light 3 through light 30. The lights are operated in sequence beginning at the outermost light and progressing toward the runway. Each cycle lasts one-half second, producing the effect of a brilliant blue-white ball of light continuously streaking towards the runway at a speed of some 4100 M. P. H. (Fast, huh!).

Upon receiving notification from the airport owner that all the right-of-way has been acquired, or will be acquired immedately, the Nav/Aids Engineering Unit (KC-666) assigns an engineering party to perform a complete field survey including topography, drain age areas (Maintenance claims we generally install the system in a lake); cable routing to the Administration Building, power source, location and type of structures, location of access road;

A 5-light center line bar with sequenced flashing lights showing the type support presently used for all lights requiring a structure from 11'6" to 124' in height. View shows the one at Capitol Airport, Springfield, Illinois.

and availability of surfacing aggregates, soil boring logs, and complete field information to prepare plans and specifications for a contract. (It's easy to forget something!)

After completion of the field survey, which normally requires three weeks, the field party returns to the Regional Office to prepare detailed plans and drawings of the project under the supervision of his group chief. After all the drawings and specifications are completed a proposal is prepared completely detailing all the necessary construction work to be performed and this is transmitted to the Plant Establishment Unit, KC-668. They in turn send it to the Procurement Section, FM-3280, who then sends the invitation to bid on the project to qualified bidders. Bidders are given approximately 30 days to prepare quotations on the project, and on the bid opening date the contractor who is the low bidder is awarded the contract to construct the facility.

During construction of an ALS the contractor's work is subject to a rigid inspection so that the facility is constructed in complete accordance with the plans and specifications. Construction will require approximately 45 calendar days. Upon completion of construction the final inspection is held and is attended by representatives of FM-3360 and the Maintenance Branch, FM-3100, and at this inspection FM-3100 either accepts the facility "as is" for maintenance, or may require certain minor alterations or changes to facilitate maintenance of the facility.

Prior to commissioning of the Approach Light System a flight check is made by FS-3160, Facilities Flight Check, who will note whether all lights are visible on the glide slope and if they are focused properly. This also verifies to any doubting Thomases that we put them all in.

After an Approach Light System is commissioned we have the enviable position of listening to everyone's opinion about what we should have done to improve the facility We appreciate all comments and opinions whether or not they are critical, but we are primarily governed by basic requirements furnished by our Washington office, and do not have the authority to deviate widely from their requirements.

Those who use the finished product are grateful for the effort in time, money and manpower expended, and most often request that we build another one, then another, then another. The future will see MALS, which is a 1500-foot ALS with no sequence flashers and designed to be used on other than ILS runways.

More on this in later articles.

"BECK" SWIFT RETIRES

December 23rd marked the last day of active "desk duty" for Beckham Swift, one of the real early birds of the Agency.

Entering first upon Federal employment in 1930 at the U. S. Airways Radio Laboratory of the Lighthouse Service, Department of Commerce, in Detroit, Swift was transferred to Chicago in 1934 after the Bureau of Air Commerce was established with Eugene L. Vidal as Director, and the Airways Radio Laboratory was relocated in Chicago under the Air Navigation Division.

His subsequent career was one of steady advancement in grade and responsibility in the fiscal staff of the organization as it experienced reorganizations and changes in name to Civil Aeronautics Authority, to Civil Aeronautics Administration, and finally to Federal Aviation Agency. Prior to his assignment to duty in the Regional Office in Kansas City in 1938, Swift was employed in the Accounts Section of the Agency's Washington Office.

After moving to Kansas City, he advanced to Chief, Accounts Division, transferring in 1957 to the Airports Division as Project Analyst. In his last position in the Regional Headquarters of the FAA, Swift has been responsible for fiscal control of Federal funds involved in the Regional segment of the Federal-Aid Airport Program.

54 fellow employees joined with Beck and Mrs. Swift at a luncheon on December 22 at the Blue Hills Black Angus Restaurant, to wish them goodbye and enjoyment of the richly earned leisure years ahead. Six groups of the Great Books Series were presented to supplement the start Beck has already made on his only avowed retirement project.

Planning to leave Kansas City immediately after Christmas, the Swifts' were due to pursue only a generally southwesterly heading into the border states and Mexico in search of a salubrious climate and congenial environment in which to locate until the wanderlust hits again.

Aircraft Management Branch

Personnel - Pat Rogers has joined the Operations and Procedures Section and will be concerned with the flight procedures bedlam. We're concerned too - Pat comes to us from the Army Audit Agency, which sounds real quiet and peaceful.

John Walls has moved in as Acting Chief, Operations and Procedures Section, a chair vacated by Ken Gordon, who moved to Assistant Branch Chief, Acting of course.

Eugene O'Toole has again joined the Regional Office staff as Acting Chief, Requirements & Utilization Section. Gene is a reformed KCK FFCOO man. He speaks in wistful reminiscence of many pleasant nights in Quincy, Ill., and St. Charles, Mo.

Scheduled for commissioning the 1st of February is the new Airport Traffic Control Tower at Kalamazoo, Michigan. Photo above shows the new structure.

From one model to another!
Left to right are Marsha Neely, Emily McClure, Helen Hazelwood and Marjorie Ray caught studying the model depicting the approach and departure routes in the Chicago area. This model is on display in the lobby of the R. O. All the others are in various offices.

LUCKY GUY - Cleo Brock, Training Officer and Instructor of the Secretarial Course posing with a recent class. Left to right they are (front row) Bernice McKee, Barbara Durrett, Rose Foster, Jerre Flynn, Carol Turrentine, Gertrude Hanauer, Irene Farrell, and Laura Sloney; (standing) Ruby Krantz, Julia Richardson, Gladys Enich, Marsha Neely, Eleanor Quirk, Mary Shelton, Cleo Brock, Marjorie Ray, June Mays, Myrna Rodebush and Annis Grove. All are from Kansas City except Laura Sloney of Battle Creek, Mich. Bernice McKee and Julia Richardson are from the Army Map Service.

It may not look like this but we are going to have a new Tower anyway. Bud Raymond on the right, Tower Chief at St. Louis Lambert discusses possible ideas for a new structure with Fred Blackburn, ATC Area Traffic Supervisor, also in St. Louis.

DISTRICT SIX

A conference of Supervisory Electronic Specialists from Airways Technical District No. 6 was held at Des Moines on Dec. 15-16. This was the first time that it was possible to assemble all SES's from the district in one place. On previous occasions someone always managed to be at the Aeronautical Center, or break a leg. In addition to the thirteen SES's, three members of the District Office at Omaha attended, and two of the Des Moines ATFO complement were present.

Much discussion was given to ways of improving the efficiency of the Airways Technical Field Office. In this respect, District Supervisor Don W. Lowrey stressed the importance of submitting more accurate and complete reports and issued a challenge to each SES to strive for a better record in meeting deadlines and completing work assignments on time. (While Don didn't say much about it, he considers this bunch of supervisors among the very best, and is proud of their accomplishments.

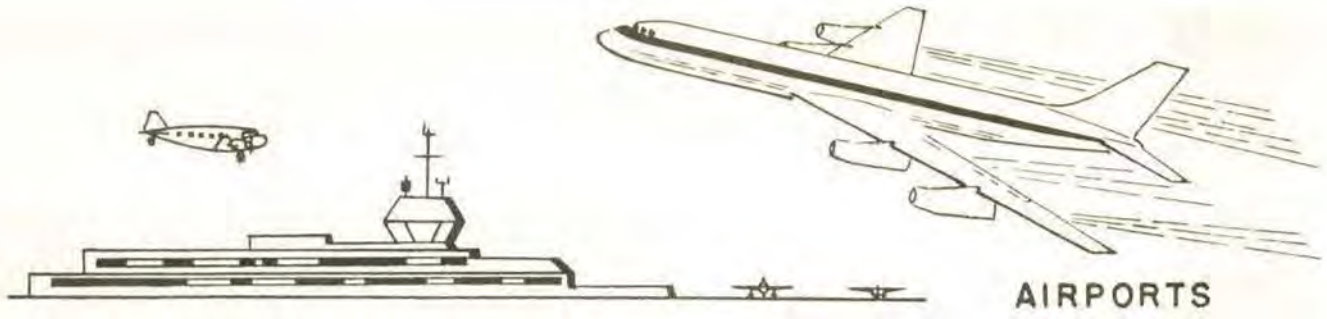
CONFERENCE OF DISTRICT 6 Supervisory Electronic Specialists, Des Moines, Iowa, Dec. 15 and 16, 1960.
Back row, left to right: Charles T. Calvert, Ivan W. Starkey, Howard K. Hull, Herman C. Hoesing, Kenneth I. Luther, Donald G. Siebel, James H. Townsend, Gilbert L. Best and John A. Robbins.
Front row, left to right: Margaret Reay, Charles M. Siever, Harold A. Hawk, Alvin M. Christiansen, Russell D. Kothenbeutel, Robert C. Bannister, Richard E. Coleman, Leonard L. Gavin, Don W. Lowrey.

FAA ON DISPLAY

Photo shows the new 4-panel display on which are depicted many of the activities of our Agency. This display, provided for our use by our Washington office, is designed primarily for meetings, airport terminal display use, and other public gatherings where it would be appropriate to show activities of this Agency.

This display is available for use in the field. For the purposes of planning this display requires about 8 feet of space and stands approximately 7 feet high, comes equipped with 2 lights which illuminate the 4 panels. The entire display is contained in 2 shipping boxes made of aluminum and the unit is easily put together.

If you have an appropriate use for this display please submit your request to the Office or Public Affairs, RM-305, giving us as much advance notice as possible. We are anxious to have this display used as much as we can and between commitments for programs, etc. it would be quite appropriate for display in airport terminal lobbies, etc.



AIRPORTS

WOLD-CHAMBERLAIN FIELD DEVELOPMENTS

The Minneapolis-St. Paul Metropolitan area is rapidly becoming one of the world's principal air travel centers. It is estimated that by 1970 over 4,000,000 passengers will arrive at or depart annually from the Minneapolis-St. Paul International Airport, Wold-Chamberlain Field. This will be an estimated 4% of the nation's domestic passengers.

To provide for this rapid increase in air travel, Wold-Chamberlain Field is currently undergoing dramatic developments through construction projects receiving federal aid and technical assistance.

An important part of these developments is the construction of a new public passenger terminal building. This $8,500,000 project, financed through federal, state, and local sources, is scheduled for completion in June, 1961.

Shown in the accompanying photograph is a model of the structure as it is planned for completion. The building will be as modern as the airplanes loading and unloading at its gates.

A unique feature of the terminal building is the roof construction, which consists of a thin shell of lightweight concrete. Two 120-foot clearspans with 30-foot overhangs at each end are accomplished with a thickness of only 5 inches and a depth of 10 feet. This type of roof structure reduces the number of supporting columns, thus affording maximum unobstructed open area for public circulation.

Many other technical advances such as complete air conditioning, air curtain doors, and glass curtain walls are also

incorporated in the building. One of the important planning features is that of a constant cross-section open at the ends for future expansion. Although this building is designed for 4,000,000 airline passengers in 1970, the total floor area can be doubled.

In conjunction with the terminal area development, another federal aid project is providing for the construction of a concrete apron. The apron also scheduled for completion in 1961 is 12" in thickness and covers an area of approximately 248,000 square yards. (This is equivalent to an area of more than 51 acres.)

A separate 1961 project includes the construction of a new control tower, and the extension of the NW/SE runway to 10,000 feet.

NEW AIRPORT OPENS AT ROCHESTER, MINNESOTA

At midnight September 24, 1960, all commercial air traffic at Rochester's Lobb Field had ceased and simultaneously the facilities at the new Rochester Municipal Airport became operational for the first time. The opening of the new airport climaxed better than five years of planning and construction that have provided this city of approximately 40,000 people with an airport described as "the finest in any city

of comparable size."

The decision to construct an entirely new airport approximately seven miles SSW of the old field, was made after it had been determined that Lobb Field could not be expanded sufficiently to provide for the increased air traffic demands of the expanding community. The development of the airport and its facilities is a joint venture involving federal, state, and local money and talent. The money was proportioned in a 3/6 federal, 2/6 state, and 1/6 local ratio. The local taxpayers got a real bargain out of what was already a good buy when the Mayo Association agreed to pick up the tab for 2/3 of the 1/6 local share.

Four grants have been made thus far involving some $1,811,100 in federal funds. The airport is located on 2,000 acres of land and includes among its major facilities a 6400 foot NW/SE ILS runway, a NE/SW cross runway of 4000 feet, taxiways, high-speed turnout aprons, warm-up pads, runway and taxiway lighting, a Weather Bureau-FSS building, a Control Tower-Maintenance Building, terminal building, and ILS and ALS navigational aids.

The large terminal building is modernistic in decor and is designed to provide ease and convenience for enplaning and deplaning passengers. Primary colors were used to make the interior block construction appear attractive. The 120 by 36 foot main lobby is decorated in blue, yellow, crimson and white and is centered in the front of the 25,000 square foot building. The airline ticket counters, rest rooms, restaurant, and baggage claim areas are all on the ground floor.

A mezzanine runs nearly the full length of the terminal and is utilized as an observation area for visitors. The side of the structure facing the landing area has glass panels from the ground floor to the fluted roof that provides a panoramic view of the entire field.

Although the airport has been in operation for three months, construction is still in progress completing the finishing touches. A grand opening is being planned for sometime in the spring of 1961.

To get ahead these days, it's not who you know, but whom you know.

GETTING SMART

Bill Sprague, our Regional Civil Aviation Defense Planning Officer, spend the week before Christmas attending the Radiological Monitoring for Instructors Course at OCDM Regional Headquarters at Battle Creek, Michigan. Apparently it's quite a concentrated course, which Bill affectionately refers to as a "brain-washing" experience.

But he must like this nuclear science stuff - anyway, he says he plans to attend a five-week course in Radiological, Biological, and Chemical Defense at Ft. McClellan, Anniston, Alabama, starting January 9.

PLAYING SAFE

The Office of Civil and Defense Mobilization estimates that 150,000 radiological fallout monitoring stations will be required to give adequate coverage for the entire United States. It will require some 600,000 monitors, trained to operate these stations.

At present there are about 6,000 such stations already established with trained meter readers (monitors). The Military, other Government Agencies, and civilian communities are shouldering this responsibility. The FAA can be proud of the fact that as a result of its training program, some 350 or more of these stations are manned exclusively by FAA personnel.

THE RUMOR MILL

Thinking some of our people may not have had an ear to the grapevine when the latest rumor went by, thought we ought to pass it on. Seems the word has been passed that due to the influx of workload associated with the pick up of new territory and people from other regions on February 19, the first paycheck after that date will be at least two weeks late! Originally, the "rumor mill" had it that only those employees who were new to Region 3 would be affected; but, by working at it, the rumor was blown up to where all Region 3 employees would receive their paychecks late.

While we hate to "mess up" a good rumor before it has had time to make the complete circuit, HERE ARE THE FACTS!

If humanly possible (and we are quite sure it will be) all paychecks will leave the regional office on schedule. Quite early in the game it was anticipated that the additional workload and resultant detail imposed on our Accounting Division as a result of the mass transfer could inject serious delays in our payroll processing if we operated on a "business as usual" basis.

So - in coordination with the Washington Office and the local dispersing office, special payroll handling procedures were developed for the transition period which will assure everyone a check on the payday in question.

One note to our new friends who will come from other regions: Your basic salary check will come from Region 3. Payment for overtime, night differential, etc., will come from the losing region. Also, the many short cuts we are taking to assure the on-time arrival of your first salary check from Region 3 could result in overpayment in some instances. So, if you find you have too much money come transition payday, hang on to it for the rainy day (the next payday) when we balance the books.

EVERYBODY HAPPY?

BOWLING BY MAIL

BOWLING BY MAIL

Now your Editor has heard of everything. But seriously, this sounds good.

John F. Murphy, Secretary of the Mail Bowling Championship at the CS/T Moline is behind this unique idea.

Open to all FAA and/or U. S. Weather Bureau employees - here's your chance regardless of where you are stationed, to enter the contest.

All interested keglers are invited to get in touch with John Murphy for a copy of the rules of the game. This system of bowling has the sanction of the ABC (American Bowling Congress) and is conducted under their rules and regulations. Mr. Murphy urges early participation since teams must be set up and the league is scheduled to commence during the week of March 12.

Let's hope there is a good turn-out from our FAA stations.

Take time to "spare" and "strike" away.

FAST TALK - WEATHERWISE

On January 16th Kansas City and five other cities inaugurated a stepped-up service on weather information communications with the commissioning of the FAA-Automatic Data Information Service (ADIS).

Emanating from the FAA Telecommunications Centers at Kansas City, Cleveland, San Francisco, Fort Worth and Atlanta, weather information is transmitted at 857 words per minute between these centers.

Covering some 1000 weather reporting stations in the U.S.A., Canada, Mexico and the Caribbean area, this data is fed into these five interchange centers from fifteen area circuits, which in turn connect approximately 30 to 40 transmitting stations within an area. Weather information from the fifteen area circuits is collected hourly by the Interchange Centers at a speed of 100 words per minute and then is distributed over the high speed circuit at 857 words per minute to each of the other four Interchange Centers. They in turn reconvert the data to 100 words per minute and re-distribute it to the area circuits, and ultimately is fed to more than 2500 points of use, including FAA and WX Bureau offices plus airlines and many others.

VETERAN COMES TO REGIONAL OFFICE

Mr. Henry A. Curtis, a veteran with over 40 years of aviation maintenance experience, has joined the Regional Office Maintenance Branch, FS-3320, Section.

Henry's aviation career started at Curtis Wright Corporation, Pine Valley, New Jersey in 1919. From the old Curtis Wright Corporation to the U.S. Army to Monroe Cotton Dusters (now Delta Airlines) Eastern Airlines, Glenn L. Martin Co., U. S. Navy, he afterwards joined the then CAA as an Associate Aircraft Inspector in 1940.

Curtis receives welcome from Ed Marsh.

During World War II he received a Lt. Commander Commission in the Navy and after the war returned to the Minneapolis District Office as an Air Carrier Safety Inspector. After a similar stretch at the Chicago and Ypsilanti District Offices and back to Minneapolis, Henry came here to his present position as Air Carrier Maintenance Specialist in the Maintenance Branch. With his wide aviation maintenance experience and his more than 21 years with CAA-FAA he has more than earned his present title of Air Carrier Maintenance Specialist.

Henry and his wife, Virgie Belle, are living at 2543 Ellison Way, Independence, Mo.

HELP TO NEEDY FAMILIES

Twenty-two baskets of food were delivered to the homes of needy families in the Kansas City area at Christmas time by the Civairettes. We wish to thank all of the Regional office employees who donated food or money to help make a needy family's Christmas a happy one.

PERSONNEL HI-LITES

THE OTHER FELLOW AND I

While there is no question of a doubt that the other fellow has great influence upon our own performance, the opportunity still exists for us to do a lot for ourselves. A good question to face once in a while is, "What can I do that I should do despite whatever handicaps the other fellow places upon my performance?"

Such an attitude sometimes results in the discovery that the other fellow and I are both after the same objective and not in conflict....

The first thing a person in management (and when I refer to management, I am talking about all individuals from first line supervision to the top management level) must do is to consider how much he can accomplish by improvement in his own practices and procedures without coming into direct conflict with higher management. Those who feel that they do not have enough

Continued on next page.

COMPARISON STUDY OF FAA AND REGION III GRADE STRUCTURE

The following charts will give an indication of the relationship of Region III and total FAA as of September 30, 1960.

Chart I reflects total number of employees in all types of work by grade levels.

Chart II indicates the average grade levels by the primary occupations within FAA and Region III. The over-all average grade level of Region III is somewhat above the national FAA level and ranks above the national FAA level and ranks third among all FAA offices and installations.

CHART I

EMPLOYEES SUBJECT TO CLASS ACT
TOTAL NUMBER AND PERCENTAGES
September 30, 1960

	FAA		Region III	
Grade	No.	%	No.	%
GS-2	109	0.3	6	0.1
GS-3	855	2.4	37	0.7
GS-4	2049	5.8	289	5.3
GS-5	2359	6.7	189	3.5
GS-6	1962	5.5	398	7.3
GS-7	3583	10.0	702	12.9
GS-8	5537	15.7	896	16.5
GS-9	3970	11.3	589	10.9
GS-10	3170	8.9	619	11.4
GS-11	5197	14.7	841	15.5
GS-12	3482	9.9	549	10.0
GS-13	2013	5.7	244	4.5
GS-14	637	1.8	51	0.9
GS-15	238	0.6	11	0.2
GS-16	50	0.1	4	0.08
	35262		5424	

CHART II

AVERAGE GRADE BY OCCUPATION

	FAA	Region III
Administrative & Clerical	8.3	7.7
Secretarial & Stenographic	4.3	4.1
Civil Engineers	9.6	10.2
Electronic Engr.	11.4	10.4
Electronic Tech.	8.3	8.3
Aeronautical Engr.	12.2	12.8
Airways Engineers	12.6	12.2
Aircraft Operators	12.2	11.9
Flt.Stds.Inspectors	12.3	12.2
Air Traffic Control	9.5	9.3
All Other GS-Series	7.1	7.2
Total Average Grade	8.7	8.9

* FAA includes: All Regions, NAFEC., Washington, D. C. Aeronautical Center, WNA

responsibility and authority should ask themselves if they are making the best of what they have. Sometimes, that is the best way to attain more.

If a manager cannot work with his people in certain ways because his actions are neutralized by conflicts with higher management practice, is he absolutely positive that he is getting all the results he should despite such a handicap? If an individual cannot do a management job under great difficulty, what assurance does he have of his competency when there are fewer obstacles?

Before we blame all our failures and frustrations on top management, let us be sure that we have made the most of our own abilities and that we actually have tested our bosses by attaining outstanding results by the methods in which we believe. Bosses, too, should ask themselves if they have done everything possible to get people under their supervision to accept certain standards and to perform in certain ways.

The inclination to blame our inability to accomplish certain things on the fact that the boss does not believe in them or on a subordinate's refusal to accept them actually diminishes our own effectiveness. If we shift our sights to doing everything we can as individuals, regardless of the difficulties, we sometimes discover that the difficulties disappear. Bosses are usually sold by successful performance and subordinates usually measure up to responsibilities and obligations placed squarely upon them.

DISABILITY ANNUITY

Some employees have been confused about the basis for computing annuities for disabled retirees. Apparently, they felt that regardless of the years of service the guaranteed minimum is all they would receive.

This, of course, is untrue. An annuity larger than the guaranteed minimum is payable if earned by the retiring employee on the basis of the regular formulae shown in Chapter X of the Handbook.

HOW TO SEE

The Five Steps in Expert Seeing.

1. Aim High in Steering.

Aim your car, but not like a firearm, aim to be safe and not to hit. In aiming high you will check not just the traffic immediately in front of you. But split second checks on all traffic to your right, left and as far as possible to your front, then plan your maneuver of your vehicle according to the dictates of traffic observed ahead in advance.

2. Get the Big Picture.

By constantly checking to left, right, the rearview mirror and to your front, it is possible to keep your vehicle in its proper place and out of danger.

3. Keep Your Eyes Moving.

By keeping your eyes moving you can aim your car, get the big picture and help yourself avoid highway hypnosis, which is a deadly state to get into.

4. Leave Yourself an Out.

In keeping with the big picture and your eyes moving you know your situation at all times and can very easily provide yourself with an out in practically any situation that arises.

5. Make Sure They See You.

In early morning and during twilight hours, turn your headlights on, not just your parking lights. This gives the opposing driver(s) a chance to recognize your vehicle on the road and provide a certain amount of protection not given of a vehicle with no lights.

"BIDS TO RM-380 BY THE 28TH"

The NPP said, "Bids to RM-380 by the 28th",
And all Region Three knew the date.
Jones, and Smith, and Brown saw the ad
As did Williams, Toms and Conerad.

Jones got busy and his memo he mailed.
His interest in the job he entailed.
Smith said, I'll talk to the little lady
Before I send my bid to RM380."

Brown and Williams decided to speculate
Whether to do anything by the 28th.
Conerad thought he would bid
As soon as something else he did.

Toms knew someone who had of late
Been there and decided to wait
Until he had contacted him for news
Of the facility and secured his views.

Now Brown and Williams made the toss
And sent their bids through their boss.
Somehow on his desk it lay
And for several days it was delayed.

Smith sent in his bid to RM-380
With the blessings of the little lady.
Toms and Conerad suddenly looked at the date
And saw to their dismay it was the 28th.

At first, six men thought they would bid
But to RM-380, only two men did.
A wire to Washington 380 did submit
Saying, "two were interested-Jones and Smith."

Brown and Williams wondered why
The boss allowed their bids to die.
Toms and Conerad were more than dismayed
Their bids were dead because they delayed.

Yes, at first six men should have bid
But by the deadline, only two men did.
RM-380 could not crystal-ball speculate.
They could accept only bids there by the 28th.

(Corny - we know - but, it's oh, so true.
Please get your bids to RM-380 by the deadline. Bids must be received by the closing date. Yes, bosses are at fault at times, also.)

HEALTH BENEFITS PROGRAM

The Civil Service Commission has started intensive evaluation of the Federal Employees' Health Benefits Program. This is a part of their continuing long-range program to ensure effective administration of the program and to make or recommend changes to improve it.

This evaluation will also be used in the renegotiation of contracts with carriers of plans participating in the program. Although present contracts will run until October 31, 1961, renegotiation for the second contract period will begin next spring.

The evaluation will have two primary goals: (1) to determine how smoothly the program is operating, and (2) to obtain a valid cross section of employee opinion concerning possible changes. Employee opinion will be sought in such matters as the adequacy of health benefits coverage offered, service received under the plans, and benefits to be added to or deleted from the several plans.

To assure that the evaluation will reflect all viewpoints, Commission representatives will make personal visits to agency installations and health plan offices.

CIVAIRETTES VALENTINE DANCE

Get your "glad rags" out and your dancing shoes shined for the big event on February 10. This year the Civairettes are having a Valentine dance at the Partyhouse, 510 E. 31st. Admission, $1.50 apiece. From 8:30 p.m. to 1:00 a.m. you will be dancing to the music of Nick Smith. As an added attraction there will be a Queen contest. Further info on the gala event will be distributed later.

See you all February 10 at the Partyhouse.

FAA IN THE NEWS

VFR UNCONTROLLED AIRSPACE INCREASED

Additional uncontrolled airspace will be available to pilots operating under visual flight rules (VFR) when the flight visibility is less than three miles as a result of an amendment to Part 60 of the CAR adopted by the FAA.

What this meant to Mr. Private Pilot is that the floor of controlled areas (airways) is raised from the existing 700 feet above the surface to at least 1, 200 feet above the surface, thus providing an important 500 feet or more of uncontrolled airspace.

There's more to the new ruling and pilots interested should get acquainted with the amendment 60-21 which becomes effective on February 21, 1961. This amendment, by the way, was proposed as rule making by the FAA in Draft Release 60-8 on May 7, 1960. In addition to written comments, a public hearing was held on the proposal on August 10, 1960. The result is as reported above.

FAA INVITES DISCUSSION OF NEED FOR FLIGHT RECORDERS

The need for all large airplanes to carry flight recorders will be the subject of a conference March 7 and 8 between the industry and the Federal Aviation Agency. Discussion will cover the present requirements for airborne recorders, the current status and developments in the recorder field, the need for possible regulatory actions requiring additional paramaters to be recorded, and the need for required recorders on all large airplanes of more than 12, 500 pounds take-off weight.

Recorders are now required by the FAA only on all large turbine-powered airplanes and on all large air carrier planes certificated to be operated at altitudes above 25, 000 feet record only airspeed, altitude, heading, vertical acceleration and time.

FAA SCHEDULES MARCH CONFERENCE ON NEED FOR DISTANCE MEASURING EQUIPMENT (DME)

The need for the requirement of distance measuring equipment on all high-speed aircraft operating in high traffic density areas, and at a later date, on all aircraft operating under IFR will be the subject of a conference called for March 22 in Washington.

All interested parties have been invited to express their views on possible need for such a requirement. According to FAA statistics, 344 VOR'S are now equipped with DME and the schedule calls for equiping of 883 VOR stations with DME by 1966. In addition, 236 military TACAN stations - which also give distance information - are in operation today.

FAA ESTABLISHES UNIFORM STANDARDS FOR AIRCRAFT MARKING

Uniform standards for identification marks on fixed wind aircraft have been issued as an amendment to the CAR by the FAA.

Amendment 1-4 of the CAR adopted to facilitate aircraft identification, requires markings at least 12 inches high on the fuselage, or at the option of the aircraft owner, on the vertical tail. According to the FAA, use of such 120-inch side markings will aid in the control of air traffic, by facilitating identification for air traffic controllers.

The amended regulation, issued December 30, 1960, provides a 5-year period until January 1, 1966, for compliance with the new regulation, except that all aircraft on or after January 1, 1962, which are newly marked or completely remarked, must conform to the new standards.

OPENING DATE OF DULLES INTERNATIONAL AIRPORT NOW SET FOR APRIL-JULY, 1962

Dulles International Airport, which is being built by the FAA to serve the nation's capitol, is now scheduled tor opening during the period April 1 to July 1, 1962.

Earlier in the construction program it was expected that Dulles International Airport, located in Chantilly, Virginia, and 27 miles west of Washington, could open about July 1, 1961. Winter weather conditions last year delayed earth-moving operations and with the project nearly 50% completed at present, the new target dates have been established.

ELECTRA SPEED RESTRICTIONS REMOVED

January 5, 1961 saw the announcement by Administrator Quesada of approval of the Lockheed Aircraft Corporation modification program for the Lockheed Electra turboprop airplane.

The FAA action climaxes one of the most intensive investigations ever to take place in the aviation industry. The extensive re-evaluation, proven by an intensive and thorough flight test program, FAA has found, fully justifies the removal of speed restrictions on modified Electras. The strength of the modified Electras, when operated at all speeds up to the originally designed maximum, will be well above the requirements of the FAA for structural integrity.

Release of the speed restrictions permits modified Electra aircraft to be flown at the operating speed for which they were originally designed, 373 miles per hour, instead of the present restriction of 259 miles per hour.

NEW FAA PUBLICATION

Field distribution has been made of AVIATION NEWS, FAA's new periodical. This four-page monthly is designed primarily to reach the general aviation public and is also of interest to FAA personnel wanting to be "in on the know" of what goes on within the Agency.

So often, we in a field office of the FAA are looked upon by people in our community as spokesmen for all that goes on within our Agency. Information contained in this periodical will help all of us better to represent our Agency.

AVIATION NEWS is issued by the Office of Public Affairs in Washington and should be a real assist in helping to create an atmosphere of understanding concerning FAA's objectives.

Anyone needing additional copies should let RM-305 know. Your suggestions for items to include are also wanted.

NINE LONG RANGE RADARS TO BE ADDED TO FAA TRAFFIC SYSTEM

Nine additional long range radars have been ordered by the FAA to increase the capability of its air traffic control system for handling heavy en route air traffic. The $5.2 million contract was awarded to the Raytheon Company, Waltham, Mass. Delivery of the first radars under the new contract is scheduled for January 1962. Joseph H. Tippets, Director of the Bureau of Facilities and Materiel said that when installed, the new radars will bring the total of FAA long range radars to 52. In addition, FAA uses radar information from 12 military long range radar installations for air traffic control. Locations of the radars and the Air Route Traffic Control Centers to be served are still under study.

BOUQUETS DEPARTMENT

The following letter from P. T. Cheff, President of Holland Furnace Company, Holland, Mich., was received by the Meigs Tower - nuf sed.

"You may remember I wrote you once before, commenting upon the magnificent job you men do there. It's incredible to me.

"I use that field very often throughout the year. I used to come in with that Helio, and more recently, with Cessna Skylane "83 Echo" or Navion "65 Delta"

"Certainly your field is one of the busiest in the country and it presents some immensely unusual problems, what with the lake on one side, the city on the other, and generally poor visibility.

"Because of that calamitous collision which just occurred in New York, you Tower Operators may all be subjected to problems, I don't know. It would seem to me the authorities will use good judgment in this. Of the millions upon millions of landings, this if the first time such a collision has occurred. Despite the best equipment and best fliers, an accident will happen - and I'd like to see anyone prevent it.

"If this collision brings about investigation problems, I would like it known that I, at least, am immensely impressed with your operation there. Certainly most Towers do a good job. I make use of many of them, but I think yours is particularly outstanding.

"I have come to know years ago that it is very seldom indeed people will trouble to write when they find a situation gratifying. When the opposite is true, they become tireless in both their communications and conversation. I may have explained that before, too. I have been flying since the mid twenties and I, for one, am all for the Tower Operators."

FAA RULES AIR CARRIERS MUST HAVE AIRBORNE WEATHER RADAR

The FAA has ruled that most of the nation's airliners must be equipped with airborne weather radar which enables pilots to detect and thus avoid severe weather conditions.

The rule applies to the large transport category airplanes used in passenger operations by air carriers and commercial operators except for the C-46. Also excluded are the DC-3 and Lockheed L-18.

The rule requires the airlines to set up a schedule for progressively completing installation of the weather radar. The regulation also contains air carrier dispatch requirement to insure that the radar equipment will be in satisfactory operating condition when needed.

NEW FAA CHIEF

Just at press time announcement was made by President Kennedy of the appointment of NAJEEB E. HALABY, west coast electronics executive as head of our agency.

Kennedy referred to Halaby as successor to Quesada as "The most competent man available for one of the most challenging jobs in the administration."

Halaby, 45, is half Syrian, half Scotch-Irish, and a Texan from Los Angeles. He is secretary-treasurer of Aerospace Corp., a private research firm which is the main technical adviser for the Air Force ballistic missiles and space programs.

A pilot since he was 17, Halaby is a graduate of Stanford and Yale Law School. He was vice chairman of the Harding Aviation Facilities Study Group and later special assistant to Edward Curtis, whom Eisenhower appointed to head up a special Airways Modernization Board. From this study came the present FAA.

CHIEF OF ADMINISTRATIVE SERVICES DIVISION

Donald F. Randolph helped us start the New Year right by joining FAA on January 9 as Chief, Administrative Services Division. He has transferred from the Veterans Administration, Indianapolis, where he has spent the last fourteen years of his twenty-one years of Government service. Don was Chief, Administrative Division with the V. A.

Although a Hoosier by birth, he was a resident of St. Joseph, Mo., for the first eleven years of his life, and lived in St. Louis, Mo., many years before returning to Indiana.

Don served over two years with an Armored Division in Germany during WW II, and he has a son who is a sailor assigned to the USS Valley Force, a carrier based at Norfolk, Virginia. His wife and 12-year old daughter have remained in Indiana for the time being and plan to join him here in May.

We welcome Mr. Randolph, and at the same time would like to welcome all new employees to the Regional Office. If Administrative Services can help you in any way, please call us.

Joseph V. Geiger joined us as a new Mail Clerk on January 9, and he is now driving the special mail car that delivers mail between the V. A. building and the R. O.

On Sunday, January 8, we left a large vacant space (won't be vacant long) where the Payroll Branch had been! We moved desks and files that belonged to twenty-one people to the Veterans Administration Regional Offices, 911 E. Lindwood Blvd. Mildred Davis, Chief of Payroll Branch, was helping in her house shoes and Kenny Boyce was running around like he does after those baseballs at the Athletics games.

In the near future the Army Liaison Office and the Air Force Airspace Office, the Training Branch, and Emergency Readiness Office Staff will join the people in the V. A. building. Barbara Durrett didn't stay long in the R. O. for she's going with Mr. Lorenz and Mr. Sprague to the Linwood location.

HERE'S HOW YOUR SAVINGS GROW IN IMPROVED SERIES E SAVINGS BONDS

SAVE EVERY TWO WEEKS AND YOU WILL HAVE

	In 3 Years	In 5 Years	In 8 Years-11 Months
$ 3.75	$ 303	$ 522	$ 996
6.25	505	870	1,662
7.50	606	1,044	1,994
12.50	1,010	1,742	3,327
15.00	1,212	2,090	3,992
18.75	1,516	2,614	4,993
37.50	3,033	5,229	9.985

A WOMAN'S DAY IN COURT

Our Communication Section gals do get around. Beth Whitacre received her summons to appear as a petit juror in the Western Division of the Federal District Court. She was on call for three weeks before the Judge excused her from further service due to the hard luck tale she told him. She just didn't give the right answers to be selected for the jury. Guess she had to tell them her brother is a "private eye." But we will select her every time!

If you miss Nolah Wesely in the next three months, she will be on call for the County Court. She has already been to Liberty, Missouri, several times and contrary to Beth's experience, Nolah has given her verdict on two cases.

Some people are no good at counting calories

and

they have the figures to prove it!

DID YOU KNOW - based on a long-term follow-up study of 5,000,000 insured persons shows:

That overweight shortens life.
That too many people are over weight.
That weight reduction benefits overweight persons.
The need to focus on preventing overweight in 25 to 40 year old men.
The desirable weights for American adults.

ARE YOU AWARE - The delightfully flavored cantaloupe provides a tasty dessert or between-meal snack and, yet, is truly a low calorie food; an average cantaloupe-half contains only 35 calories.

Another pleasant food, sour cream, cannot get under the low-calorie tent-despite all claims. Sour cream contains as many calories as sweet cream of a comparable fat content.

The estimated total of $100 million of "weight-reducing" panaceas annually sold in the U. S. without prescriptions are valueless, if not actually physically and medically harmful.

Wife to husband as tailor measures his waits: "It's quite amazing when you realize that a Douglas fir with that girth would be 90 feet tall." - Denver Post

DON'T SAY WE DIDN'T WARN YOU

Items of Interest -

A record national total of $715,000,000 will probably be spent this year for medical research. However, although the money is available, personnel for the research are not. Present facilities can train only about 19,000 of the 25,000 additional scientists who will be needed by 1970 if the anticipated projects in research are to be fulfilled. Particular priorities for research funds are cancer, mental health, heart diseases, allergy, and infectious diseases. (Mo. Med. 9-30)

Except for the female black widow, most spiders are harmless. Their bites only sting or burn, with some local erythema or swelling, although the venom of the brown spider may cause a necrotizing slough at the bite site. But the bite of the female black widow spider is known to have produced periorbital and pedal edema and painful paresthesia of the lower extremeties. Early specific treatment is essential to avoid severe muscle cramps land prolonged convalescence. Deaths due to black widow spider bites are rare, "the highest indidence ever reported being 5%." (JMA Ga. 10-60)

"After two days in orbit, is that ALL you can report—that you're dizzy?"

Dr. McMillin did not report this as happening at Brooks Air Force Base, but he wondered about it at times. He is glad to be back at the Regional Office with his new title of Flight Surgeon after a nine-week session in Aerospace Medicine.

BE SURE YOU CAN . .

safely!

Check Your Brakes REGULARLY!

KC - FAA - SAFETY PROGRAM