

FLIGHT LINES

FEDERAL AVIATION AGENCY - REGION 3

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JUNE 1961

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ON THE COVER

Mr. Halaby's First Visit
to our Region 3 - soon to
be Re-designated CENTRAL
REGION.

Story on page 4.

DIVISION REPORTERS

Air Traffic Management
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Clyde W. Pace, Jr.

Flight Standards
J. A. Carran
Leslie R. Eichem
George W. Ireland
K. D. Mackenzie

Personnel and Training
Birch J. Doran

Aviation Medicine
Doris M. Snow

Legal
Betty Vogel

ATLANTA DESIGNATED AS SITE FOR
NEW REGIONAL OFFICE

Arvin O. Basnight to be top man with title of
Assistant Administrator of the new Southern Region.
Paul H. Boatman chosen as Deputy Assistant Adminis-
trator.

N. E. Halaby, FAA Administrator recently an-
nounced the appointment of Arvin O. Basnight as the
Assistant Administrator and Paul H. Boatman as
Deputy Assistant Administrator for the new Southern
Region, with headquarters in Atlanta, Georgia.

The new regional office, which is to become
operational about January 1, 1962, will provide Agency
service to the States of Alabama, Florida, Georgia,
North Carolina, South Carolina, Tennessee, Missis-
sippi, and in the Canal Zone, Puerto Rico, the Virgin
Islands, and Swan Island.

Plans for the establishment of an additional re-
gional office for the Southeastern states with head-
quarters in Atlanta, Ga., were announced by Adminis-
trator Halaby, June 8. Establishment of the new re-
gion will strengthen the management of the field
activities of the Agency.

At the same time, the Administrator announced
that supervision of FAA activities in the State of New
Mexico would be shifted from the regional office at
Los Angeles, Calif., to the regional office at Fort
Worth, Texas.

Mr. Halaby said that planning for the creation
of the new office would begin at once and that the new
appointees would be responsible for selecting key per-
sonnel, arranging for office space and establishing
operational relationships between the Washington head-
quarters and other Regional Offices.

Continued on page 12.

FROM THE REGIONAL OFFICE

Recently Mr. Halaby presented the Fiscal Year 1962 budget to Congress for consideration. During this presentation, observations were made and philosophies expressed which are of extreme importance to the future of FAA and worthy of your individual attention. No attempt will be made to cover this entire presentation. However, the excerpts should convey some of the philosophies and objectives of the Administrator.

The following statement is taken from Mr. Halaby's opening remarks to the Sub-Committee on Independent Offices (Sub-Committee on Appropriations of the House of Representatives), which is chaired by Mr. Albert Thomas.

... the gap between public services (FAA) and public requirements which had been widening for the previous 15 years is only now beginning to be filled. If, for example, in the years 1952-56 our Nation had provided adequate attention and resources for our airways establishment instead of an annual average of less than \$8 million, you and I would not today be confronted by many of the critical needs which are reflected in this budget.

So, we now must urgently plan and vigorously work and pay for the past neglect. We must get on with meeting the real needs of public safety and national security.

In any fiscal program as large as that of the Federal Aviation Agency, opportunities exist for savings or improved management. This tends to be especially true when there has been rapid recent growth. My review of our 1962 requirements will not be limited to preparing for congressional hearings. In the months to come and throughout the 1962 fiscal year we will meticulously review how we are using our resources. The Federal Aviation Agency's job is in very large part a management job. I will not hesitate to take any action within my power to conserve funds or to assure that the Agency gets the most out of the appropriations made available to it.

In this same opening statement, Mr. Halaby made reference to Project Horizon, of which you have been previously advised. He emphasized the need to "set forth national aviation goals with sufficient definiteness to facilitate practicable, long-range planning." He also indicated the essentiality for preparation of a plan "for an orderly and economic evolution of the present sys-

tem of air traffic control in pace of continuing advances in technology and national needs."

Another statement made in this budget presentation which is of great significance is as follows:

In particular, I think it is important for this agency to have a very strong management group. You have given us over \$600 million to use and over 40,000 people to employ. That makes it one of the major management jobs in the Federal Government. The Defense Department, of course, is much larger; several other agencies are larger. But this, because it is a technical operating agency, is a major management job.

Still another excerpt from this presentation that was made in response to Chairman Thomas, regarding the continued growth of the Agency in number of employees, is as follows:

I would hope that over the next 3 years we will have a more efficient system. Right now we have a lot of people and a lot of facilities, and they have not been brought into a tightly knit system yet, with the most modern procedures and the most modern equipment. I would hope over a 3-year period we could get more volume with perhaps fewer dollars and a smaller increase in people. That is a goal. I think we are all trying to get the most safety and efficiency per tax dollar. That is the whole purpose of this Agency.

Finally, it should be of interest that the Fiscal Year 1962 budget request consisted of \$744,300,000 and 45,060 positions. By these latter figures, we should be able to readily visualize that the FAA is "big business".

When Mr. Halaby met with us in Kansas City June 4-6, he emphasized that never before has there been a greater need for "unity of purpose," an absolute necessity for "operational economy," and a positive requirement for continually maintaining a "lean and clean operation." While our management since inception of the FAA has been good, it can and must be made better.



"H"- DAY IN REGION 3

Sunday, June 6th, dawned as usual, bright and clear in Kansas City but before the day was spent, over 300 employees and their families had a new inspiration for the future of the Agency and for their part in making it so.

Cause for this charge came from the beginning of a visit by our new FAA Administrator, Mr. N. E.

Halaby who, personally piloting the Agency Grumman Gulfstream, touched down at Fairfax Airport at 4:50 p. m. on Sunday, June 6, 1961, to begin what turned out to be a whirlwind-pace visit to the Regional Office and the Greater Kansas City area.

Commenting on arrival that he had missed his ETA (estimated time of arrival) by only one minute from Washington, D. C., Mr. Halaby (accompanied by others from headquarters: Alan Dean, Deputy Administrator for Administration; D. D. Thomas, Director of Air Traffic Management; Philip Swatek, Chief, Office of Public Affairs; Mike Scull, Chief, Office of Congressional Liaison; Harold J. Selinsky, Chief, Accounting Division; Seymour E. Blum, Chief, Audit Service Branch; Dave Tipp, Regional Auditor for Washington Region; plus the crew of the Gulfstream) arrived for his first visit to Region Three.

That evening Mr. Halaby and his group were guests of the FAA Employees Association at a banquet held at the Party House.

ON THE COVER

This month's cover has unusual significance since it highlights Mr. Halaby's visit. We know all employees would have welcomed the opportunity to participate in the meetings with him. We hope we can in this FLIGHT LINES adequately describe his visit for those who could not be here.

As shown in the picture, Paul Cannom, Supervising Inspector from the Fairfax Office is checking the "Boss's" ticket. He can now attest to the fact that our Administrator is fully certificated to fly.

Over 300 employees and their families turned out to honor the Administrator, all anxious for a chance to say hello and to see and hear from our new "Boss". The evening was a success by all measures of such values and special recognition goes to Helen Leighow and her Lovelies, a group of FAA employees who provided a talented

floor show designed especially for the event, complete even to a salute put to music in honor of Mr. Halaby; and to Clyde Smith for his beautiful flower decorations everywhere.

Monday morning, following a press conference in which Mr. Halaby spoke at length concerning the future plans for the Agency, conferences were held in the R. O. with the staff and with representatives of the program divisions.

Parenthetically we should point out that we were all exceedingly proud of the appearance of the Regional Office; and while our Regional Manager, Henry L. Newman, pointed out that such preparatory improvements like pumping the main floor back on an even keel and painting the walls, etc., were in reality overdue anyway, it all added up to a fine showing for our boss's first visit.

Monday after lunch Mr. Halaby and members of the R. O. staff met with representatives of the Air Line Pilots Association

to discuss matters of special interest to the group.

Later that afternoon - in fact, we shut down the R. O. a half hour early that day for it - Mr. Halaby addressed all the employees in the auditorium on the adjacent campus of the Kansas City University. This was a real treat indeed for all the employees to hear directly from our Administrator.

That evening the Aero Club of Kansas City, headed by its dynamic President Bill Ong, hosted a special banquet in honor of Mr. Halaby. Once again, those of us who attended were inspired by the words of wisdom and the genial personality of Mr. Halaby, who in his own friendly but firm manner won the entire audience over to his confidence and support for the important job ahead for our Agency.

The following day, Tuesday, Mr. Halaby spent the morning again in conference with personnel in the Regional Office. That afternoon, prior to departure, Mr. Halaby visited the Air Route Traffic Control Center, just to see what crowded conditions we are presently operating under. He also visited F&M's Maintenance and Equipment rooms; CARF, the Central Altitude Reservation Facility, the only such service within the Agency; and the Kansas City Flight Service Station, where he filed his flight plan for the return to Washington.

About 4:30 p. m. the Gulfstream departed Kansas City Municipal, headed for Washington, again with Mr. Halaby at the controls.

The primary purpose of Mr. Halaby's visit to our Region was to meet the personnel and to obtain a firsthand impression and understanding of the Regional operations. Concluding his visit here he stated he felt his trip was most worthwhile and mutually beneficial both to him and to the staff.

While the visit was necessarily a short one for anyone with such a busy schedule,

we were all grateful for this visit by Mr. Halaby and the members of his staff, and for the opportunity to display our mid-western hospitality in the FAA manner.

Following Mr. Halaby's address at the Aero Club banquet, one of our members summed up our thinking so vividly with the comment, "After 25 years of service in various agencies, this was the first time I have actually felt a sense of pride in being connected with the Government as an employee."

All of us who had the opportunity of working with or talking with our Administrator were deeply impressed with his dedication to the task before him, with his thinking, and his responsibility as the Administrator. We feel that with Mr. Halaby at the helm, great strides are in the future for all of us and for the FAA.

Mr. Halaby, we hope you will come back again soon, and stay longer. To those of you throughout the Region who were unable to participate, we hope through the means of these photographs of the event to share with you some of the activities and the feelings associated with Mr. Halaby's first visit to Region 3.



Administrator Halaby and Regional Manager Newman



Photographed on arrival in front of the Gulfstream are, left to right - Mr. Halaby, Mr. Newman; and D. D. Thomas, Philip Swatek, Mike Scull and Alan Dean, from Washington



Helen Leighow and her daughter on the left in front row; and her chorus line



Head table enjoying the floor show, and below is what they were watching. From right to left: G. W. Kriske, Dave Thomas, Mrs. Newman, H. L. Newman, Mr. Halaby, Alan Dean.



More than 300 FAAers loaded their plates from the attractive buffet.





Visiting during the social hour, left to right: with her back to the camera, Helen Jurden, Mrs Mackenzie, K.D. Mackenzie and Ed Marsh



Charming Conviviality
Left to right: Mary Jane Erb, Jerry Flynn, Dick Sporer and Yvonne Johnston from the R. O.; Dave Tipp and Si Blum from Washington

Fore and Aft View
Mr. Halaby addressing the Regional Office employees at Kansas City University Play House Auditorium



One of the last pictures of pioneer aviator Preston Kirk on the right, visiting with Administrator Halaby and Henry Newman. His untimely death on June 12 was a shock to all of us.
Tom Davis standing, making his point with three musketeers Bill King, Larry Kent and H. L. Robinson.





Administrator Halaby and D. D. Thomas watch as FSS Chief Frank Gaynor explains high speed weather communications network



D. D. Thomas (right) looking on while Mr. Halaby files his flight plan with Frank Blair at the Kansas City Flight Service Station prior to departing for Washington.



The Boss tries out a jet simulator while visiting with TWA Vice-President Floyd D. Hall.

CARF Chief Addison Scott pointing out priority SAC mission routes to Mr. Halaby and friends.



We took Mr. Halaby on a tour of the Kansas City Air Route Traffic Control Center - shown above and below - in order that he could appreciate what crowded conditions really are.



F&M BUILDS US A CENTER

by W. E. Schmitz, FM-3364

The Kansas City Air Route Traffic Control Center provides air traffic control service for civil and military aircraft in the area encompassed by the Center boundaries in Missouri, Kansas, Oklahoma, Iowa, Nebraska and Illinois. Specifically its primary function is the safe separation of enroute air traffic through air traffic control, communications, and flight advisory service. The Center provides direct support to the North American Defense Command and other military air operations. The Department of Defense has determined that the continued operations of Air Route Traffic Control Centers in wartime are essential to the national Defense. The Federal Aviation Agency is required to make provision for the effective discharge of its functions in wartime.

Because control of all air traffic during wartime conditions has been determined as vital and necessary, certain requirements as to location of the new center buildings were established by the Department of Defense. Essentially this calls for the loca-

tion of these facilities outside the ground zero fallout area as determined by the Department of Defense. This precludes location of centers in many places presently in operation, and as a result of this the Olathe site was selected as the best spot in this area for the new facility.

The actual location of the Center is at the intersection of U. S. 50 and K-150 in the City of Olathe, Kansas. Accessibility and adequate housing facilities for our employees were considerations in site selection.

In addition the utility facilities of sewer and water service required for this project would necessitate a large expenditure unless these utilities could be tied with existing city facilities. The officials of the City of Olathe were enthusiastically receptive to the location of our Center at Olathe and agreed to the use of these facilities if the land area on which the Center was to be constructed could be incorporated within the City limits.

This agreement was made and the job was advertised on October 30, 1959 with a

Front view showing the Administration wing on the left and the control room on the right adjacent to the cafeteria. Right photo shows foyer with information desk at the right.



bid opening date set for January 7, 1960.

The Sharp Brothers Contracting Company of Kansas City was the low bidder, in the amount of \$1,462,575.00. The ground breaking ceremony was held on February 6, 1960 with Mr. Leonard W. Jurden, Regional Administrator, officiating. Guests of honor included Senator Andrew Schoeppel, Congressman Myron George of the local Congressional District, Governor Docking of the State of Kansas, and Mayor Laptad of Olathe.

The contractor actually broke ground on February 2, 1960, when a bulldozer was unloaded and began stockpiling top soil for future use around the finished building.

On April 1, 1960, the contracting officer received a letter from the Sharp Brothers Contracting Company, stating that the iron workers and carpenters had left the job because of a general construction workers strike. The following day the entire construction industry in the metropolitan area of Kansas City went on strike and remained so until Monday, June 20, 1960, when a portion of the crew returned to the job. On Wednesday, June 29, the job was again shut down because of a general construction workers strike and no work was accomplished until the morning of Tuesday, July

19, 1960. In total, the job was shut down 100 calendar days.

Although the building construction work had been delayed, the period of the strike was during that time in which considerable inclement weather was encountered and when the work was resumed, the contractor was able to pursue the construction without unusual additional delay of any sort until completion.

Some of the structural protective measures incorporated in this building are unusual and unique to the present day Center construction program. Construction of the Center Building is intended to provide protection for occupants of the building against the hazards of radioactive fallout. Radiological protection is the basic protective measure incorporated in the building. Reasonable certainty is thereby assured that continuous operation of the facility is possible during and after nuclear attack. During an emergency employees may be accommodated in this facility continuously for a period of two weeks. An adequate supply of water, food and sleeping equipment will be stored in the protected area for this purpose.

The Olathe ARTC Center building has approximately 54,000 square feet of floor

Bare walls now but not for long. Photo on the left is the main control room, while the one on the right, located immediately below the control room, will house the equipment necessary to operate this Center.



space. Basic construction utilizes reinforced concrete and structural steel. Walls of the administrative wing are constructed of glass and porcelain enameled steel spandrels.

The principal subdivisions of the building are:

Operations Wing. The control room, including the computer area, measures 190'x60' and is 11,400 square feet in size. The electronic equipment room is directly beneath the control room and has the same amount of floor space. A full attic overlies the control room.

Administrative Wing. This wing has two stories, with administrative offices occupying the first floor and training areas on the second floor. The basement area beneath this part of the structure contains the air conditioning equipment room and the maintenance and general storage room. The over-all dimensions of this wing are 102'x43'.

Connecting Section. A single story section connects the two wings. This houses the snack bar and locker and shower facilities. The underlying basement area contains the telephone equipment room, incinerator room, and boiler room. The approximate dimensions of this are 60'x90'.

Building plans contemplated that the control room, the electronics equipment room (primary shelter), and all basement areas under the administrative wing and the connecting section have radiological protection. Structural characteristics and protective features include the following:

The operations quarters are enclosed on all four sides with at least 18 inches of concrete, which serves as a shield against straight-line radiation from any surrounding outside surfaces on which fallout may be deposited.

The 18-inch concrete shield has a mass of approximately 225 pounds per square

foot of wall surface and is continuous with the exception of doors, conduit openings, and louvers.

This wall extends 8 feet above the floor at all points except where adjacent to the administrative section. Along this line it extends to the parapet. This provides shielding against straight-line radiation from fallout deposited on the adjoining roof of the administrative wing and the connecting section. Height of trees and shrubbery to be placed under the landscaping contract is to be limited and shall not project beyond these walls at maturity.

The access to this protected area for both personnel and fresh air is protected. The doors, where required, are steel clad with 3/16 inch lead lining. The air intakes are fitted with positive closures and where air is taken in under emergency conditions, special filters are provided which remove all contaminated particles which may be considered injurious to life.

A special "washdown" system was designed to flush fallout particles from the "terne plate" (metal) roof.

Another unusual feature in this building is the air conditioning equipment which is powered by gas using the absorption method of refrigeration. The boilers, although using gas primarily, have been equipped with oil fired burners and a month oil supply.

The standby power plant is a 550 KW diesel engine-generator which will provide electrical energy for the building in case of commercial power failure. Space is available in the engine-generator building (a separate structure) for a second plant.

There are 300 spaces for parking cars in the concrete parking areas around the building. The land area of the Center Building plot is 9.7 acres and has a 7-foot high chain link fence around the entire plot with two gates on the north boundary.

Landscaping, including seeding, sodding,

trees and shrubs, will be completed this fall. The General Contractor did not have the final grading completed in time to complete landscaping this spring.

When the building was completed and accepted from the Contractor by the FAA, the installation of radio and radar equipment commenced in the basement area and the Operating Consoles placed in the first floor area. The scheduled time for this work is nine months. The estimated commissioning date of February 15, 1962.

We are all looking forward to the time when our Air Traffic Control personnel may have this new facility in which to carry on their important duties. To those working there this new building will be a welcome improvement. We have done everything possible here in the Establishment Branch to make this facility ready on schedule.

Continued from page 2.

FAA plans to start operations from Atlanta about January 1, 1962 but may not be completely staffed until July 1, 1962.

Under reorganization plans announced recently by FAA, the Assistant Administrator for the Regional Office will be responsible for the direction and execution of all FAA programs in the field. The Atlanta office will be a controlled installation with minimum staffing and will be used as a model for all other regions.

In this area, current and projected rate of growth in civil aviation exceeds that of the national average. There is a considerable concentration of aviation activities by the military services, and there has been a requirement for some time to make the FAA services more responsive to aviation needs.

As a target, it is planned to staff the Atlanta office with about 400 positions; 300 of these will be transferred from the Fort Worth office. The Administrator proposes

that jobs at the level of Branch Chief and above - and some selected Section Chief positions - will be filled through and National and Executive Promotion Plans. Jobs below these levels will be made available to Fort Worth employees who are interested in transferring to Atlanta. If the quote is not met then these vacancies will be advertised throughout the Agency.

Mr. Halaby said that the establishment of the new regional office was the result of a concentrated three-month evaluation of the programs, organization and personnel of the Agency.

"The supervision of field facilities in the Southeast and the Southwest," Mr. Halaby said, "is seriously inadequate because of the size of the area which is now the responsibility of the Fort Worth office. We can correct this deficiency and also develop a better understanding of and rapport with the people and communities of the Southeastern states through the establishment of the Atlanta office."

Both of the new appointees have had long experience with FAA and the former Civil Aeronautics Administration.

Basnight has been with FAA/CAA since 1940. He participated in personnel programs and initiated the first large scale recruitment of air traffic control personnel. In 1943 he entered the Army Air Force and flew 35 combat missions as a B-17 bomber pilot in the European Theater. He holds single and multi-engine ratings and has taken jet aircraft training.

He returned to the CAA after the war as a budget analyst, and has held successively more responsible posts in budget work. For the past two years he has been Deputy Assistant Administrator for Management Services, a position which takes in the broad scope of all agency management problems.

Basnight, 45, is a native of North Carolina. He studied at North Carolina State, American University and George Washington University. Basnight is married to the former Marjorie Gauthier. They have three children and reside in Silver Spring, Maryland.

Paul H. Boatman started his career in CAA in 1934 in Ashfork, Arizona and has been with the Agency since that time, in various positions in the field and the Fort Worth Regional Office. He opened the Albuquerque Air Route Traffic Control Center and was its first Chief. He was later assigned to the Regional office in the position of ATC inspector and then as Regional Planning Officer and Regional Planning and Evaluation Officer. Boatman also served as Secretary of the Inter-departmental Aircraft Control Board and for the past two years has been Chief of the Air Traffic Management Division Region Two. He is a licensed pilot with both a single and multi-engine rating and has flown several missions in tactical jet aircraft with the military.

The addition of the new Atlanta office to cover seven states now under the supervision of the Fort Worth office will bring the number of FAA regions to seven; five to serve the contiguous 48 states and one each for Alaska and Hawaii.

The Administrator also announced the redesignation of the FAA regions on a geographical basis in place of the present numerical name. Following is a listing of the FAA regions, the headquarters cities, and the states which they will serve when the Atlanta office has been established.

EASTERN REGION (formerly Region 1), New York, N. W.: Connecticut, Delaware, Kentucky, Maine, Massachusetts, Maryland, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia.

SOUTHEASTERN REGION (new), Atlanta, Ga.: Georgia, Florida, North Carolina, South Carolina, Tennessee, Alabama, Mississippi, Puerto Rico, Virgin Islands, Swan Island.

SOUTHWESTERN REGION (formerly Region 2), Fort Worth, Texas: Arkansas, Louisiana, Oklahoma, Texas, New Mexico, Canal Zone.

CENTRAL REGION (formerly Region 3), Kansas City, Mo.: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin.

WESTERN REGION (formerly Region 4), Los Angeles, Calif.: Arizona, California, Colorado, Idaho, Montana, Nevada, Oregon, Utah, Washington, Wyoming.

ALASKAN REGION (formerly Region 5), Anchorage, Alaska: Alaska, including the Aleutian Islands.

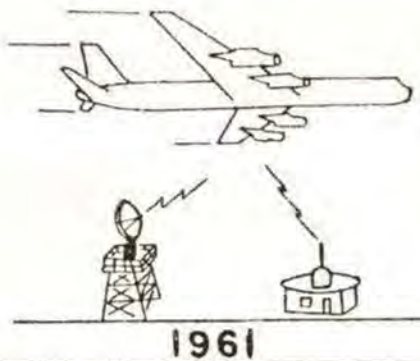
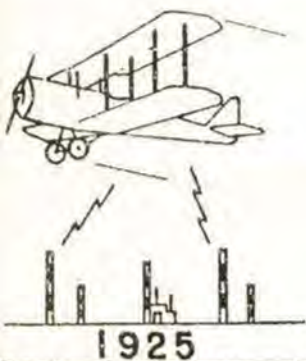
HAWAIIAN REGION (formerly Region 6), Honolulu, Hawaii: Hawaii, Wake, Canton and Guam.



BACKSEAT PILOTS - WHAT NEXT?

According to rumbles reaching us from up Grand Rapids way, some flying school up there has a new wrinkle. Seems some of the wives of pilots attending the school were less than enthusiastic to go-a-flying with their hubbys, so the operator started a ground course of BACKSEAT PILOTS, complete with certificate for those completing same. Designed to get the gals acquainted with the subject, it has the effect of getting their blessings too.

Pilots will have to be careful about that excuse of not getting back because of "weather" now. Oh, well, it was fun while it lasted!



AIR TRAFFIC MANAGEMENT

*"FAA's MOST
CHALLENGING
MISSION"*

We are happy to report that our Region 3 ATM Facility Chiefs Conference in Milwaukee, held during the week of May 22-26, was a success, as we naturally hoped it would be. From all reports received from the many people who were in attendance from both the field and the Regional Office, plus the several representatives who attended from our BATM Washington Office, the week-long conference was enjoyed by all concerned and unanimous endorsement was given for scheduling similar conferences each year.

Apparently the Facility Chiefs felt that the items presented for discussion were worthwhile and informative. If there was any criticism it seemed to reflect the opinion of a number of Chiefs that more time should be provided on the conference schedule for the separate discussions of topics and matters pertaining to the individual category of facility (i. e. Centers, Towers, FSS - referred to as separate "options") and limiting the number of "general", or all-facility sessions.

We expected to learn a number of things that will profit us in the future when we plan additional conferences of this type, since this was our first real attempt at planning and conducting a Region 3 conference of all Facility Chiefs, and we did, by virtue of the experience gained at Milwaukee.

However, it was most gratifying to find that there were no real serious deficiencies in the planning, scheduling and conduct of this conference, which was, in a sense, our "trial balloon" effort.

The individual presentations made by the various representatives from the other Di-

visions and segments of the Regional Office, and our own ATM Division organization, were well done and, in several instances, delivered in an original and most interesting style.



Much interest was added to the program by the speakers from other agencies that appeared on May 23 and 24 to open the general sessions; namely, Maj. Gen. Keith Compton, Deputy Director of Operations, Headquarters, SAC; and Max Karant, Vice-President of AOPA. Our thanks go to them for their respective contributions to the over-all success of the conference.

Additionally, everyone seemed to enjoy thoroughly the evening banquet program on May 24, which was one of the conference highlights.

We owe a great deal of appreciation to Lt. Col. Beverly Finkle (USA), from the Army Command & General Staff College at Ft. Leavenworth, Kansas, for his outstanding presentation as guest speaker, and to Majors Dominic Quercia and John Repola, from Headquarters, 8th Air Force (SAC) at Westover AFB, Mass., for their mis-leading participation as "impromptu guests" in the roles of a Soviet Aviation Ministry official and State Department representative, respectively, which added interest and humor to the banquet program.

Likewise, a vote of thanks is due to Ollie Hasek, St. Louis Center Chief, for his very professional and enjoyable performance on the piano at the conclusion of the evening program, when called upon without prior notice or warning from the speaker's platform.

ATM FACILITY CHIEFS CONFERENCE AT MKE



Ed Marsh



Harley Shotliff, Art Lybarger,
and George Kriske



E. J. Thomas points the way.



Nicholson and Lane make it
legal.



Marshall Benedict touts Public
Relations.



M. F. O'Brien, STL FSS,
with the loot



Major Dominic Queria, Russian Impostor
shook up the troops.

A touch of glamour was supplied by Gertrude Connet, ATM's No. 1 Secretary. Horning into the picture are Lyle Underwood (left) and Bob Zeigler (right).



Keynote speaker, Lt. Col. Beverly Finkle,
delivered dynamic talk.



We can sum it up by stating that the Milwaukee conference was a success, and we will strive to make the next one even better!

ACTIVITY WEEK

Almost immediately following the windup of the Milwaukee conference, the following week involved a series of activities in which other ATM Division members and I were involved and which kept us operating under high RPM.

On June 3, the Third Region ATCA Convention was held at the Continental Hotel in Kansas City under the sponsorship of the local Kansas City ATCA Chapter, and featured a day-long program of events and an evening banquet.

The program featured presentations by a panel consisting of Lt. Col. Clay Balch, Chief, Flight Operations Branch, Hqrs. SAC; J. McGinn, Regional Manager for ATA (Kansas City); Glen Lenzer, Asst. Chief, Indianapolis Center; John Bowers, an O'Hare Tower Controller; and A. D. Scott, CARF Chief; on "Jet Age" operational problems.

Mr. H. L. Newman, Regional Manager, addressed the noon luncheon meeting, competing with Kansas City's Mayor, H. Roe Bartle, who was Toastmaster. Mr. Floyd Hall, Vice-President (Operations) for Trans World Air Lines, was the principal speaker at the evening banquet, which was presided over by Oswald Ryan, ATCA General Counsel.

On the following day, Sunday, June 4, things began to happen at an accelerated pace occasioned by the arrival of FAA Administrator N. E. Halaby and an accompanying group of Washington Office people, including our own BATM Director, Dave Thomas, in FAA Gulfstream 702G at Fairfax Airport late in the afternoon.

An FAA Employees Association banquet was held in honor of Mr. Halaby that evening and was attended by some 300 FAA per-

sonnel from the Kansas City Regional Office and Metropolitan area, plus a few representatives (ATM, at any rate) from other locations in the Region, like DTW, MSP, ALO STL, etc.

June 5 and 6 were busy days around the R. O., as Mr. Halaby met with the Regional Manager and his staff, plus Division Chiefs and their staff members to discuss general and specific problems relating to FAA operations and management.

Mr. Halaby addressed all Regional Office personnel on Monday, June 5, at 1600C in the K. C. University Auditorium to acquaint the entire group with his viewpoints on how the Agency should perform its mission.

This group meeting was followed by a TWA reception at the K. C. Club that evening, which in turn was followed by a dinner at the Hotel President, sponsored by the Aero Club of Kansas City.

Mr. Halaby's visit to the Region was concluded on Tuesday afternoon by a brief tour of CARF and the Kansas City ARTC Center.

When Gulfstream 702G departed MKC for DCA, via the intermediate altitude airway structure, everyone returned to normal cruise RPM, since the activities of the past three days had been tightly scheduled.

VISITS

Since the May issue was printed we have made visits to the following places and ATM facilities in the Region: MSP FSS, TWR and Center; new Chicago Center Building at Aurora, Ill.; MKE FSS and TWR; SBN FSS and TWR; DTW FSS, TWR and Center, YIP TWR and ADIS facility; PON TWR. A brief visit was also made to the DTW ATAS office.

Additionally, we managed to cover some area outside of Region 3 this past month with a quick trip to Ft. Worth and San Antonio, and visits were made to the SAT

Center, FTW FSS, and the FTW Regional Office. The SAT Center is the first of the new Center buildings we have seen where the facility is operational, and it represents a most impressive contrast to the type of ARTC Center quarters we have too long been accustomed to. I could not help but recall the old SAT Center, located downtown in the Bedell Bldg., where I was Chief Controller during the '40s, since it could have almost been accommodated in the same floor space now used for the employees' lunch room in the new building. Progress!

NEW FACILITY

This month we welcome a new facility to our midst - Pontiac Tower, which was commissioned for 16-hour VFR operation on June 15. This is a very modern facility, located atop an equally modern terminal building, and should be a pleasure to work in - especially for some of the Pontiac controllers who came from the not-so-modern towers at Detroit City and Flint!

Pontiac has a very active airport, with some 190 locally based general aviation aircraft of all types ranging from small single-engine to heavy twin-engine craft. In addition, North Central Airlines provides scheduled service.

Frank Gineman, former CGX TWR Chief is the head man at the new Pontiac Tower. Drop in to see this facility, which now takes its place along with the recently commissioned newer towers at FRD, RST, AZO, and CMI, all of which have the "new look."

Speaking of towers, we think that the following contribution by Nick Molsen, Proficiency Development Specialist, MDW Tower, fittingly expresses the sentiments of our many ATM personnel who have served in the NUMBER ONE Tower. Now that the horde of air carrier schedules that formerly populated Midway has declined, due to the rapid buildup of air carrier jet flights at

O'Hare and the shift in connecting flights that were associated with this evolutionary change in air carrier operations that required an airport with longer runways and greater ramp space to accommodate them, Midway Tower activity has dropped to a more sedate level. The era when MDW Tower held the unchallenged position of No. 1, not only in the U. S. but in the world, in terms of total operations, is now a matter of history, like the career of a popular heavyweight champion, who suddenly becomes just another ex-champ.

Read Nick Molsen's eulogy, which tells the story of "Midway Tower" So well.

THE END OF AN ERA

This is a narrative of a great facility, a legend of traffic control. Through the portals of this facility passed the best controllers in the world. They were the best because they had to be, or fall by the wayside - and many fell, some to be lost to traffic control forever, and others to be transferred to places where the demands of traffic were not as great. But even those who didn't "make it", but stayed for a while, then left, were better controllers because of it.

This facility engendered many sons, sons she is proud of, who left her to go elsewhere to seek their future in traffic control, better suited for the job because of having been associated with her. She left her "mark" on all of them. Mention her name to any one of them and his eyes light up, he straightens up a little, his chest expands some and he'll say, "Yes, I knew her when---."

And then he'll probably tell you about how rough it was - how it took the nerves of a man of steel, the patience of Job, and the help of the Lord to get the task done. He will probably tell you about the Controller who gave him such a miserable

time when he was "checking out", or the Senior who gave him a hard time after he got "checked out", but he won't tell you about the agony he, himself, caused the trainees after he got checked out or the controllers after he made Senior.

He knows, and, more than likely, will admit this miserable treatment did him a lot of good. If nothing else, he learned humility.

After listening to the compliments from the flying public and reading the rave notices in the papers, he began to get a little too cocky, and it did him good to get the wind taken out of his sails and come down to earth again. It was then that he realized he wasn't doing this gargantuan task alone. He was only one member of a team and, if he left, somebody else would fill his shoes and maybe better.

Yes, this facility has many sons. More Chiefs have come from her than from any other one facility in the country. Many of her sons left her to go direct into the Regional or Washington offices. She has fostered many innovations in traffic control. "If anybody can do it, she can" is a cliché associated with her history and, more times than not, she got it done.

She was a great facility, and still is, but she's passed her peak. She did more for the progress of aviation than any other facility in the world, and now progress is passing her by. Don't misunderstand, she's still the best and will be for some time to come, but the wonders of aviation are too much for her. Her runways aren't long enough to handle the jet. So the jets are going elsewhere and, with them, some of the reciprocating aircraft that she handled through the years.

The sons who are still with her, who have seen her in her prime, and now see her losing some of her traffic, are just a little sad for her. It wasn't too long ago

that they cursed her never-ceasing traffic and wished some of it would go elsewhere, especially after a hectic session on Local Control or Ground Control in VFR weather, or working the radar positions in Approach Control when the "chips were down." But now that the traffic is leaving it's different. It's almost like a morgue.

By FAA standards, it's still a busy facility, but to the controller who has seen her at her peak the constant challenge is gone. Oh, she has her moments even now, but you have to hunt for them. Time was when you walked in the tower and grabbed a "handful of mike" - you knew you had a handful, anytime! You finished your tour of duty and maybe stopped at the local pub with the "crew" to have a couple of beers to help you unwind and talked about the day's traffic. Now they talk about last year's traffic, and how "it used to be."

It looks like the "old girl" has had it. But, then again, maybe not. Maybe they'll bring in the smaller jets. Maybe traffic will be like it used to be. Maybe - - but I doubt it. She's set records that are likely to stand for quite some time, records that she and her sons can be proud to have been a part of. She's been called by many names by many people, but she's known as "the best," and best of all as MIDWAY TOWER!

BIOGRAPHICAL SKETCHES ATM FACILITY CHIEFS

This is the second installment of biographical sketches on the men who head up our ATM facilities in Region 3. Since "B" follows "A" in the alphabet, this month you will meet some of the individuals whose ancestors selected family identifiers beginning with this letter.

"B" is for: Barstow (DTW FSS); Bates (MSP CENTER); Belanger (MDW CENTER); Berg (RWF FSS); Birkholz (GRB FSS); Blakely (OTM FSS); Blizzard (LAF FSS);

Bloomer (IND TWR); Brooks (BRL FSS); Bruner (LBF FSS); Buchanan (ALO CS/T; Buckman (MKE TWR); and Buss (OGI FSS).

Barstow, Roland H., Detroit FSS Chief, is another member of our "old timers" club, since his EOD date was in 1931. He was born in Peekskill, N. Y. and completed high school in Chicago, then took an evening



course in radio repair at M. I. T., Cambridge Mass., with a later teletype course at Chicago (Teletype Corp.) and an Instructor's Course with the Dept. of Education at

Chicago. He did a tour with the U. S. Navy from Nov. 1917-July 1919 as a Radio Operator, installed and repaired radios until 1922, and was a buyer for the Boston wholesale branch of the Hamilton Brown Shoe Co. until 1930.

He joined the Lighthouse Service on Jan. 10, 1931, as a Jr. Radio Operator (CAF-3) at Hadley Field, New Brunswick, N. J., and transferred to St. Louis in February, 1931.

From 1932 to Oct. 1935 he was at Terre Haute, Ind., then transferred to Chicago and South Bend, where he became Station Chief in 1942.

Roland then moved to the old Chicago R. O. as Communications Inspector, and later was an instructor in the Training School at Chicago until 1945. He was in various supervisory assignments in Communications in the R. O., and later served as District Supervisor until 1954.

In Jan. 1954 he was assigned as FSS Chief at Detroit, his present assignment.

Roland lists fishing, model building and woodworking as his principal interests and hobbies.

Bates, C. I. (Bert), Minneapolis Center Chief, was born in Los Angeles, Calif. He lived in various Southern California and

Arizona cities during his early years, then moved to Detroit, where he attended high school and college and obtained a degree in Aeronautical Engineering. He went to work with Central Airlines at Detroit, and after they merged with Pennsylvania Airlines he was Asst. Station Manager with PCA at Detroit and Cleveland, and Station Manager at Williamsport, Pa.

He joined the CAA in 1941 at the Chicago ARTC Center and transferred to the Cleveland Center in 1942.

In 1946 Bert transferred to the Minneapolis Center, where he has remained ever since.

He says his outside interests revolve around his wife and two sons and a daughter, with reading and bowling as principal wintertime activities, and Little League and Babe Ruth baseball and fishing as summertime pastimes.



Belanger, Raymond G., Chicago Center Chief, is a native Chicagoite, and graduated from high school there, followed by a year at the Illinois Institute of Technology.

He worked for Republic Steel Co. as a Metallurgical Assistant prior to World War II and for 6 months following his discharge from military service. Ray entered aviation as an Aviation Cadet with the Air Corps in 1943, and flew a combat tour with 8th Air Force in Europe as a pilot of a B-17. He remained active in the Air Force Reserve following his discharge in 1945, until 1957, and holds the rank of Major with the inactive Reserve.

Ray joined the CAA at the Chicago ARTC Center in 1946 and became Center Chief in 1958, following behind Al (Pappy) Taylor when he moved to Washington.



Ray has a wife and three children, and lists principal outside activities as golf, softball and touch-football (you can tell he is still young!).

Berg, Lendale W., Redwood Falls FSS Chief, was born in Wabasso, Minnesota. He graduated from high school at Redwood Falls. He joined the U.S. Navy and did a 4-year tour with Submarine Squadron 4, and attended Navy Radio Theory and Operations School at Pearl Harbor Naval Base.

He worked with the Miller Selden Electrical Co. of Detroit, Mich. prior to CAA, as an electrician.

Len entered on duty with CAA as a Jr. Radio Operator at Golva, N. D. in 1940, and later saw service at the communications stations in Duluth, Fargo, Willmar, Cleveland, Duluth (again), Ashley, Golva (again), Dickinson and Redwood Falls.

He was President of the Jr. Chamber of Commerce while at Dickinson, and has a variety of outside interests and activities, including flying, dancing, hunting, fishing, amateur radio, and NAATS.

Birkholz, Norman C., Green Bay FSS Chief, was born near Eau Claire, Wis. at Stanley, Wis., and attended grade school at a country school house near Seymour, Wis., which is located near Green Bay. He attended high school at Seymour.

He worked for a Milwaukee truck line as a clerk and teletype operator until 1937 and for a year as a typist and freight rate clerk for Allis Chalmers Mfg. in Milwaukee.

He entered on duty with CAA as an Asst. Airway Keeper at Perry, Ohio, in 1938 and served in the communications stations



at Lansing, Mich., Joliet, Juneau, Alaska, Joliet (second tour), Muskegon, Toledo and Cincinnati, Ohio, before moving to Green Bay in 1949, where he has since remained. He became Chief of the Green Bay FSS in 1957.

Principal outside activities include hunting and fishing, plus a wife and a 17-year old daughter and a 7-year old son.

Blakely, Guy J., Ottumwa FSS Chief, was born at Saxman, Kansas, and received his schooling in Milwaukee, Wis., and completed 3-1/2 years of college toward a degree in Physical Education before terminating his formal education.

He entered the U. S. Army Signal Corps in 1938 and completed a 6-month course at their Radio School at Ft. Monmouth, N. J., following which he saw duty as a Radio Operator at Balboa Heights and Ft. Cocozal in the Canal Zone (Panama).

He joined the CAA in 1941 at Milwaukee as an Asst. Aircraft Communicator and was later assigned to Rochester, Minn., Chicago, and Madison, Wis.

In 1945 he was drafted back into military service with the Signal Corps and was in Manila, P. I. until 1946, when he returned to CAA at the Madison Station. He learned to fly under the G. I. Bill while at Madison and obtained his Private Pilot Certificate.

He now boasts of being a grandfather, since his oldest daughter is married, and he also has a son in the Marines.

Hunting and fishing are principal hobbies, and he admits to a strong interest in photography.

Note: The FLIGHT LINES Editor has asked that we defer the rest of the "B" Chiefs biographical data until the next issue, since we have 13 of these in number, in order to



conserve space in this issue. Blizzard, Bloomer, Brooks, Bruner, Buchanan, Buckman, and Buss will head the batting order next time.

PREVIEW

The new Kansas City ARTC Center Building at Olathe, Kansas, was opened on Saturday, June 17, for a tour by the Olathe Chamber of Commerce to allow these community leaders to see what the inside of that imposing structure on the outskirts of their city looks like.

It was the first opportunity for George D. Smith, Center Chief, Earl ("Doc") Swartz, Asst. Chief/Operations, and myself to see the inside of the new quarters which will house the Center when it is commissioned for operation approximately March 1962 (present target date).

After being confined to the present badly over-crowded, poorly lighted and equally poorly ventilated Center operations quarters and office space at the old South Terminal Building at Municipal Airport, the contrasting spaciousness of the new building is almost too great a shock to absorb at one time. To say the least, it is awe-inspiring. The controllers will probably feel like they have been suddenly transplanted into an auditorium when they get a look at the operations room; and the administrative staff will, for the first time, have well designed and adequate office space.

This is an experience that will be shared by Chicago, Indianapolis and Minneapolis Center personnel when they move into their new buildings, since all are designed and built on a basically standard plan. The new buildings certainly mark the beginning of a new era for Centers, long overdue. Like we said after we had seen the first of the new Center buildings at Cleveland (Oberlin, Ohio) a year ago - you really have to see

one of these buildings before you can convince yourself it is for real.

Marshall Benedict (RM-305), the FLIGHT LINES Editor, says that the next issue will be a combined one for July-August, so we will see you then.

Gui Kunkin, RT-3000

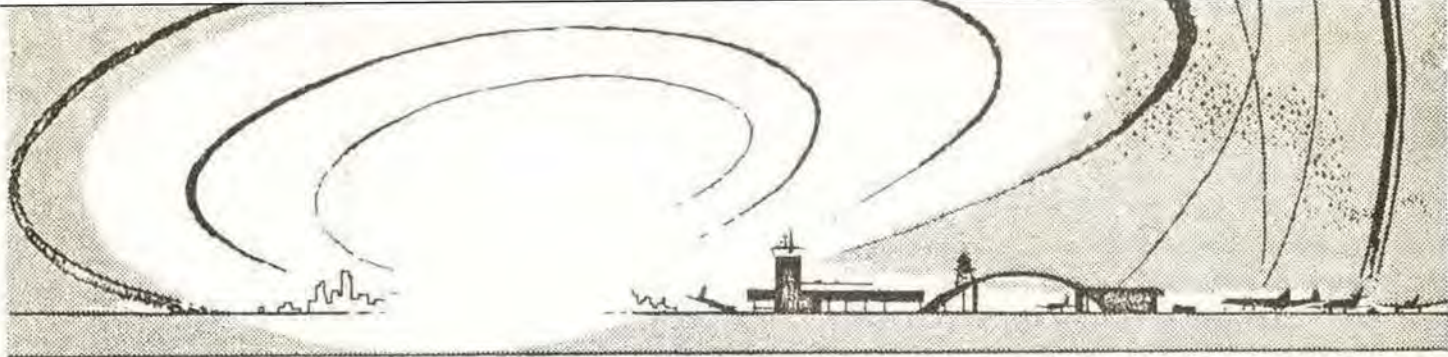


Certificates of award being presented at Indianapolis by Center Chief John Wubbolding on the right. Those receiving awards are, left to right - Raymond J. Hoffman, Elmer Loudermilk, Robert P. Schreier, Clyde A. Taylor.



June 12th was Award Day for ATM employees in the St. Louis area. Outstanding service awards were given to John D. Lawrence, Theo Pope, J. D. Layton, Charles M. Palmer and H. D. Bond; and Length of Service awards to J. D. Layton (40 yrs.) C. M. Palmer (20 yrs.), J. S. Green (15 yrs.), J. E. Kasukonis (15 yrs.)

Photo shows O. M. Hasek; J. E. Green, J. D. Lawrence, H. D. Salyer, Theo Pope, Fred A. Blackburn, H. D. Bond, J. D. Layton, Sr., C. M. Palmer, M. F. O'Brien and J. E. Kasukonis.



EMERGENCY READINESS

RADIATION EFFECTS ON HUMANS

Several people have asked us about this subject, showing their concern, which is a most natural one.

All of us tend to be more concerned for our children than for ourselves and, since inheritance mechanism is the most sensitive to radiations of all biological systems, let's see what we can expect from this potential danger.

Any radiation which reaches the reproductive cells causes mutations, which are changes in the material governing heredity that are normally passed on to succeeding generations.

Everyone is subjected to a certain amount of radiation (such as from sun light) which causes a certain amount of unavoidable so-called spontaneous mutations. The normal absorption of such background radiation can be and is easily accommodated by the body. But, anything that adds radiation to this normal rate causes further mutations and is genetically harmful. The more radiations the more mutations. The harm is cumulative.

The genetic damage done by radiations builds up as the radiation is received and depends on the total accumulated gonad dose received by an individual.

It is difficult to arrive at a figure showing how much genetic harm can do. The figure may vary with individuals but somewhere in the neighborhood of 30-50 roentgens more than normal background radiations will cause serious genetic mutations with damaging results. To give you an idea of values of these figures, the average

dental x-ray delivers 5 roentgens to the patient's jaw but only 5/1000 of a roentgen of stray radiation reach more remote parts of the body such as the gonads. However, radiation levels with which we would be concerned in case of a nuclear attack will be so high that it becomes more and more essential that every precaution and preparation be taken to provide fallout shelters so as to reduce the amount of radiation to which your body will be subjected.

If mutations take place in an ordinary body cell the effect is usually not serious. In any case, the damage is primarily restricted to the individual in whom the change occurs. But the situation is quite different if the gene affected is located in the reproductive cells of the sex glands. The damage can be passed on through the sperm or eggs produced by these cells, to the individual's children and thence to their children, and so on.

The most harmful effects of radiation-caused mutations might remain unnoticed for a period of time, but the harm would persist and some of it will be expressed in each generation. Such harm may range from minor detrimental effects to shortening of life or causing failure to reproduce the normal number of offspring.

Although many mutations disturb normal development of the embryo, it is not correct to say that all or even most mutations result in monstrosities or freaks. However, we cannot urge too strongly that due to the possible genetic damage, caused by radiation, families should plan to protect themselves by means of adequate fallout shelters.

RADIO AMATEUR SURVEY AROUSES MUCH INTEREST

One hundred and twenty-five FAA employees have sent in replies to the questionnaire on radio amateur capability. A preliminary analysis of the replies shows all eleven states in the Region are represented, with a minimum of six amateurs in each of the Dakotas and a maximum of twenty in Michigan. While there is a concentration in the larger metropolitan areas, among these there are quite a number whose ham stations are outside the metropolitan target areas.

Even a cursory analysis shows what a vast emergency communications potential we have within our own organization. Apparently our survey has been a topic of conversation on your QSO's since we even had a reply from Colorado Springs, outside of the Region. That's a good one to have too, as a back-up to NORAD.

Our next step in the process will be to analyze the replies in detail, sorting the stations by equipment and operator capability, and plotting the stations, by category, on a map. We can then work out tentative networks, key stations, and relay points.

Although the response to the survey has been most encouraging, we can use more replies. If you are a radio amateur, be sure to let us know. Questionnaires are available from your supervisor or from RM-360.



Jet Effects

Jet travel is changing hotel habits. One California hotel finds that since jet service began its guests stay only an average of 3-1/2 days instead of five days. But they come more often.

NEW STUFF

Pilots in the area of North Platte, Nebraska calling into the FAA there may not know it, but they are talking to brand new equipment. To provide better service, the latest of equipment is installed and operating.

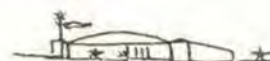
D. H. Meyers, SES at North Platte, reports that Duaine A. Reiff and Jack Ellis of the Installation Branch were there to put in new dual consoles, TACAN monitoring and Control equipment, better Teletyper equipment, Transcribed Weather Broadcast system and other stuff.

Photos show the new look.





FLIGHT STANDARDS



The big event of the past month for the Regional Office and for the Flight Standards Division was the visit of Mr. Halaby and Dave Thomas. I am sure that elsewhere in this issue of FLIGHT LINES will be a description of Mr. Halaby's visit, the employees' party and the Aero Club dinner. Incidentally, the party of the Employees Association was a real "dandy" and, since it started Mr. Halaby's visit, set the tone on just the right note.

Mr. Halaby's visit to the Flight Standards Division took place at noon Tuesday, June 6. Since the schedule was so full and time so limited, it was decided that we would have a luncheon meeting. Messrs. Carran, Ireland, Eichem and Mackenzie, as well as John Caquelard and Tom Davis and I, went to lunch with Mr. Halaby at the Carousel Cafeteria, where we had reserved a closed room.

The subjects discussed were primarily those about which Mr. Halaby inquired. He was interested in the proper internal organization of Flight Standards, particularly the Operations-Maintenance concept versus Air Carrier-General. He was given the pro's and con's of this subject.

Mr. Halaby also demonstrated a substantial interest in the general aviation enforcement picture and a great deal of discussion was had as to the reason for the rather abrupt change in level of enforcement that took place over this recent winter.

In addition to these items, there was a discussion of the management aspects of the Facilities Flight Check program and Mr. Halaby was briefed by Mr. Carran on the new Cessna twin-engine "push'em-pull'em" airplane.

Incidentally, at Mr. Halaby's opening conference in the Region, he mentioned that in all his years as a pilot never once had an inspector checked his certificate or his medical. He mentioned this again on Monday night in his speech at the Aero Club. It seemed only fitting that Region 3 should undertake to remedy this grave oversight. Accordingly, as Mr. Halaby prepared to depart Kansas City Municipal Airport in the Gulfstream airplane, his certificate was duly checked by Mr. Paul Cannom. Surprising as it may be, his certificate and his medical turned out to be entirely in order.

ENGINEERING AND MANUFACTURING BRANCH

This and That

We currently have a contingent of engineering personnel from this region who are assisting Region 2 to absorb a peak work load of high priority projects. Because of the C-141 project, many of Region 2's top Engineering and Manufacturing personnel have been extensively engaged in conferences with the military and Lockheed Aircraft Corporation (Marietta Division). They have also had several other high priority projects which produced a very serious backlog and they sent us an "S. O. S." for assistance, which we have answered.

Stan Siggs and Don Jacobsen from FS-3120, and Dick Hotter from FS-3140 have been assigned to Ft. Worth for 30 days. Don Kuebler from FS-3160 has been handling a Lockheed 18 project at San Antonio,

Texas, and Harvey Van Wyen from FS-3160 has been assisting Hank Fowler on an L. B. Smith B26 Jato project at Miami, Florida.

We have also assigned Ray Guss from FSDO #41 to FS-2180 for 30 days to assist at the Bell plant and other projects as assigned.

In addition, Hank Nauert and Woody Boyce from FS-3120 are witnessing a flight flutter test on another Lockheed 18.

We know the boys will be glad to get back to their own home base after these short assignments and we appreciate their devotion to duty in reporting to Ft. Worth upon short notice.

Jack Carran will be spending a few days in Washington and from there to London and gay Paree. Of course it's on official business, but it just goes to show you, business can be beautiful!

He will join V. G. Moser, Supv. Inspector of the Indianapolis District Office No. 42 for his foreign assignment.

We are glad to have Connie Jackson join our staff. Connie comes to us from Personnel and she will be working in the Manufacturing and Inspection Section.

We are also glad to welcome Ellen K. Pittser, who has been temporarily assigned to our Branch.

AIRCRAFT MANAGEMENT BRANCH

The summer vacations have started. Marge Ray, our restive Secretary, recently returned from a 3-week trip to California by way of Reno and Las Vegas and had some \$ucce\$\$ at both places. She looked in on the FFCDO while at Oakland.

Patricia Rogers is now on a trip, also to Smogtown, but her outing is slanted to more family type activities. She will eschew the gaming parlors for Disneyland with her moppets.

Howard Flohra, Procedures Specialist, is on Military Leave for two weeks and during his absence Jack McDonnell from

FFCDO 51 is on detail to the Regional Office.

After many details, Eugene O'Toole is now a permanent asset to the Regional Office. His new title is Facilities Flight Check Specialist and assigned to the Operations and Procedures Section.

Many will remember Eugene Lowrance from a couple years back in what was then Flight Inspection Branch. He has been based in Germany and flying around Europe and the Middle East for the past two years, and has now returned to the Regional Office as Chief, Requirements and Utilization Section. Glad to have you back, Gene.

Another new acquisition in our Branch is Margaret Vaughan, who reported for duty May 29. She was formerly associated with the Aeronautical Center in the Data Processing Unit. Welcome to our organization.

Ken Gordon, Ass't Branch Chief, was on a one-week detail to Washington.

The Facilities Flight Check District Office at Kansas City, Kansas, held a picnic Saturday, June 10, at Lake Jacomo. Everyone beered up well under the heat.

MAINTENANCE BRANCH

Helen Leighow and her volunteer (?) "Lovelies" made a real hit at the Party House for Mr. Halaby's welcome to Region 3. This is not just one man's opinion. Several authorities, including Mr. Halaby, and knowledgeable critics, including Messrs. Eichem, Jeffrey, Fountain, Corco, Kirk, Manning, Gammon and Weis expressed like opinions.

FS-3300 contributed two volunteer(?) bartenders at Mr. Halaby's welcome party, also. One, an amateur authority on fancy mixes, was Sam Corso, and the other Deck Crouse, whose only real qualifications were: (1) fitting into the bartender jacket, and (2) being thirsty and not getting a drink.

The only real complaints heard expressed however, were that the service was slow

and those were mostly from repeat orderers.

If anyone doubt the veracity of any of these claims, we had our own Grace Ferritor not only as a monitor, but as a spirited participant at the party.



IT PAYS TO STICK AROUND

Mrs. Nemer, Cleo to her friends, is caught receiving her 15-year pin from Supervising Inspector A.J. Prokop. Scene of this important event is the FSDO at Minneapolis, and according to Andy, Cleo began her career with Uncle Sam with the CAB in MSP, moved from that to the FAA, put in a short stint in Phoenix, but beat it back to Minneapolis.



Kenneth S. Cooper, Supervising Inspector, FSDO, Chicago, presenting length-of-service awards to Harry R. Neudorffer (left) and Charles D. Bohon (right).



Through the efforts of the Indianapolis ARTCC personnel the FAA and its wares were on display at the Armed Forces Day program at Bunker Hill AFB May 20th.

A few thousand taxpayers paraded by the display and were given appropriate literature as shown in the photo above by John Locke and Thadeus Kulaga, FAA'ers from the IND ARTCC.

The FAA display also occupied a prominent position in the lobby of the Administration Building, Weir-Cook Airport, Indianapolis.

FAA has eased its eye standards for airline and commercial pilots as a result of a long study by the Bureau of Aviation Medicine and its group of consulting ophthalmologists. This is the second change to liberalize eye requirements for pilots, new interpretations of standards for color vision having been issued last November.

The Federal Aviation Agency has taken delivery of a Boeing 720 medium-range jet aircraft for use in training of its flight proficiency inspectors. Equipped with noise suppressors and thrust reversers, it is largely in airline configuration except for its 10-seat, no-galley cabin.

IN MEMORIUM

We were shocked and grieved to hear of the sudden death of Mr. Preston Kirk of the Maintenance Branch, Flight Standards Field Division #3, on Monday, June 12, 1961.

Mr. Kirk had served in his present capacity as a General Maintenance Specialist in the Regional Office since August, 1958.

After a short time in the Navy at the age of 16 during World War I, he returned to the Black Hills of South Dakota for the completion of high school, then to the Ralph C. Diggins School of Aeronautics in Chicago for a course in mechanics.

In 1923 Mr. Kirk left his home in Custer, S. D. for San Diego, California. There he bought a Jennie from the government. It was a new ship, still in the original crate. In order to get an instructor he lent the ship to Tommy (T. C.) Ryan on the basis that Ryan could use the plane for passenger hopping if he taught Mr. Kirk to fly. (Ryan has since become famous as the builder of Lindbergh's "Spirit of St. Louis.")

Mr. Kirk spent a year building up his flying time. Then he sold the Jennie and went back to the northwest. In Minneapolis he bought an OXX-6 Standard and put in some time in 1924 doing commercial flying for Marvin Northrup.

In 1928 he joined the staff of Wichita Flying School where he served as flying instructor and chief mechanic. After the school closed in 1930 he operated his own mechanic shop, did cross country flying, hopped passengers and taught flying in his own Stearman.

For a period of ten years when Wichita was known as the "Air Capital of the World," he was very active in flying and in all civic phases of aviation. He participated in and directed the routing of the 1934 Kansas Air Tour. He was one of the organizers of the Wichita Aviation Club with the purpose of sponsoring air shows during the summer months at the Municipal Airport. He was active in the Kansas Chapter of the National Aeronautics Association and helped to incorporate and served as a director of the Kansas Aviation Association.

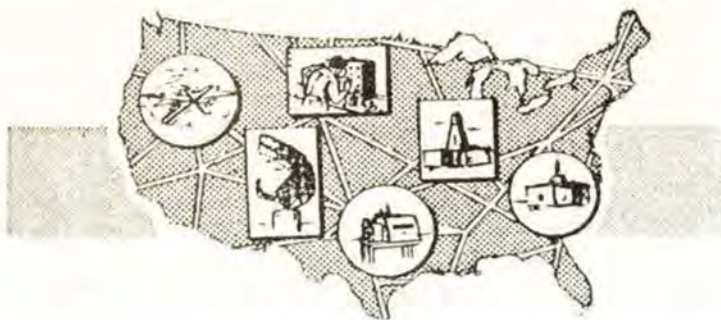
Mr. Kirk spent two years in the fuel experimental laboratory at Wright Field in Dayton, Ohio, and then joined the CAA in 1941.

His almost complete collection of "Aviation" and "Aviation Week" magazine dates back to 1929.

His SE-5, believed to be one of the five still in existence, is on loan to the Smithsonian Institute in Washington.

His original NAA flying certificate, dated in 1929, is signed by Orville Wright.

Mr. Kirk is survived by his widow, Mary, and one married son in Indianapolis and one grandchild. Mr. Kirk will be sadly missed by his many friends and co-workers in the FAA.



"SHOW ME"

Native curiosity, it is said, has given Missouri the title of the "Show Me" State. Some have said that disbelief or just plain stubbornness are responsible for the nickname. Others say that we're just plain snoopy.

Whatever the reason, and it could be a combination of several, it is true in my case and I won't deny any of the characteristics, and can't deny my origin, which is Jefferson City, Missouri, in the middle of the "Show Me" State.

What has all this to do with F&M? Simply that we are running a showcase operation in many ways today, and we should use this opportunity to display our efforts to the "Show Me" type visitors that are becoming more frequent. Often it is quite upsetting to us to lay our work aside and acknowledge a person's presence in our shop, office, or facility. Often we cannot stop what we're doing because of the critical and essential task at hand, and visitors are respectful of the high priority that goes with so much of our work. When we can do so, however, we should be grateful for the interest shown in our operation and place our best foot forward to the visitor.

We were reminded sharply of the benefits of so doing when we visited the Depot at Oklahoma City recently and saw the operation going full tilt serving the Agency most effectively in many ways.

Ron Pulling, whom many of you know, is Depot Manager for the Bureau of Facilities and Materiel, and told the Kansas City contingent the story of the Depot, staying with us on a tour of the warehouse, which was most informative.

The Depot has had numerous visitors and has organized a briefing and tour that gives a quick understanding of the capabilities of the various Divisions and a keen appreciation of the problems they have in running a global operation. Their presentation is well organized, with charts, graphs, slides, reports and pictures that somewhat set you back when you first see them, but the story gradually unfolds in a logical sequence and you leave Ok City with a feeling of pride and humility at what you've seen.

Our trip carried Barritt, Braithwaite, Benedict, Bardelmeier, and myself through the offices of Depot Manager and his Division Chiefs, into the warehouse and shop facilities, then to the specialized facilities like the hangars and the IBM computer operation.

PMB and OMB were looked into in some detail because of our constant use of their talents. Orders were traced and shipments were followed to give us an understanding of what happens to a request when it is sent to them.

The RAMAC or IBM data processing system used for processing requisitions and typing out orders automatically was one of the most amazing things of the trip. If a catalogue or part number is written wrong, the RAMAC will try to solve the problem but may type out "No record" on the order, or may give you something quite different from what you asked for. You can't talk back to it because it knows only what has been put into its memory drum.

Once every 4 or 5 seconds it completes an order and types it out and updates the inventory and warns of shortages and asks for more work. It's quite a machine, and

while it had a few problems in its early stages, it now performs with accuracy and dispatch on hundreds of orders per day and doesn't even take a coffee break.

Our own effort of going to Ok City and saying "Show Me" has paid off two ways. We now know why certain things are necessary on our part if the supply system is going to serve our needs expeditiously. We are sold on wanting to do our job of requisitioning properly so that the Depot can respond to our needs quickly.

We've also learned the tremendous capabilities of the Depot operation and how to make our needs known and understood.

The Depot Manager expressed appreciation for our visit and we are now staunch champions of his total effort. It can work this way for us too. When a visitor shows up, I'm going to try to spend some time with him and make sure he knows what we're doing. Perhaps he'll be a champion of my cause in some far-off meeting some day when he is asked about what he saw in the Kansas City Region. I'm proud of what I can show them and rather than be tagged a reticent slide-rule technician I'm waiting for the "Show Me" boys to show up so I can show them the F&M operation and be known as a showman for the FAA.



AIRPORTS

The Airports Branch of Facilities and Materiel Field Division No. 3 during the month of June becomes a single purpose organization. The deadline for acceptance of Grant Offers for the Fiscal Year ends June 30 at midnight. Consequently, all our energies and times are pretty well determined for the month. The old Rudy Vallee theme-song of "My Time Is Your Time"

can be well applied here, "Our Time Is Overtime" too. We have had at least one instance last year where Joe McLaughlin had to hand deliver a Grant Offer to a specially appointed committee from Ironwood, Michigan, at the terminal building in Chicago a few minutes before midnight on June 30, 1960. This can happen again, Joe!

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In spite of the press for Grant Offers issued and accepted within the time limits, a few other items are allowed to occur.

One of our old-time DAEs has left us, and we think the sentiments of all are expressed best in the memorandum from Jim Waedekin. Here it is:

"After some seventeen years with the CAA-FAA, Lindell D. Hale, District Airport Engineer for Indiana and Michigan, decided that a call to return to the 'outside' was too strong to resist. Having spent several years in airport design in preparation of DLAND and DCLA airport projects in the Chicago CAA office in the early '40s, the taste must have lingered, and so a fine opportunity to get on the other side of the pencil and again be responsible for direct supervision of such work apparently proved irresistible.

On February 24, a farewell gathering of his staff and their wives was given to honor Lindell and his wife, Wilma. Reminiscing was the order of the day. Mr. and Mrs. Hale had moved to Lansing in mid-1946 and so had accumulated many memories.



A few slides were shown, displaying some of the many airport projects with which Lindell was associated. A farewell toast and presentation of gifts left a nostalgic aura in the air but as the picture shows, the honored couple could still smile.

"Lindell Hale is in charge of the Airports Division of Clyde E. Williams and Associates of South Bend, Indiana, and a member of the Board of Directors thereof. The very best wishes are his from all of his friends in the FAA."

Again, Lin, we hate to lose you and will miss you, but wish you the best in your new venture.

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F&M VETS GET PINNED BY R. O. REPS

Sioux Falls, S. D., boasts of a couple of FAA "oldtimers" in the names of Robert H. Rich, Electronics Technician, and Reed Ogilvie, District Supervisor, who have earned 15-year and 30-year service awards respectively.

On hand to do the honors were N. F. Barritt, Chief of the Maintenance Branch of F&M and E. J. Thomas, Chief of the Personnel Division, both from the Regional Office in Kansas City.

ELECTRONIC MAINTENANCE GRADS RALLY ROUND

Central Technical Institute, located in Kansas City, is interested in contacting its many graduates who now work for the FAA. Seems they want to know where you are and what you're doing and in return will send you (for free, yet) copies of their poop sheet. So, if you graduated from Central Technical Institute or its predecessors, Central Radio and TV School, Midland Radio & TV or First National Radio & TV, drop them a line at 17th and Wyandotte St., K. C. 8, Mo., or to us (RM-305) and we'll forward it.

HALABY OUTLINES REORGANIZATION PLANS FOR FAA

Plans for modernizing the Federal Aviation Agency by centralizing development of national programs and policies in Washington and delegating operational responsibilities to Regional Offices were outlined by N. E. Halaby, FAA Administrator.

The reorganization, which the Administrator described as "evolutionary", will begin on July 1. Until then the Agency will operate under its present organization.

"The Agency needs to provide more responsive and coordinated service in the field and better general management in Washington," Mr. Halaby said. "I believe the new organization will permit us to move on both these problems at once."

In outlining his plans, Mr. Halaby said specific operating details of the new organization will be developed step by step, as experience demonstrates. Oscar Bakke, former Director of the Bureau of Flight Standards has been assigned as the first Assistant Administrator for the Eastern Region (formerly Region 1) and is responsible for producing a transition plan which may later be applicable to other regions.



FAA in cooperation with the Weather Bureau on July 1 will launch a year-long pilot-to-forecaster test, during which weather briefing service will be available from a forecaster to any requesting pilot in the Washington, D. C. and Kansas City, Mo. areas. Radio frequency 122.6 has been specifically assigned by the FCC for the test, which will make weather information available to more than 50,000 general aviation pilots.



PERSONNEL HI-LITES

HOW TO BOOST IDEA POWER

A different style of leadership is needed to get the most from creative people, suggests Eugene Raudsepp, Director, Psychological Research, Deutsch and Shea, Inc. in NATION'S BUSINESS 1-61. The article, based on a recent study, summarizes some of the attributes of the ideal supervisor of a creative group. We quote from first part of article.

Respect individual differences.

The most important trait of the ideal manager of creative people is an ability to handle diverse personalities. He must recognize, for example, that some of his people work best when given full freedom, while others need some guidance. . . He tries to know each employee's needs and goals and what he wants in terms of freedom, encouragement, and expression. Conflicts arise when the creative person has one image of himself, his role, and his responsibilities, and the manager another. .

Understand creative process.

The ideal supervisor understands the difficulties implicit in the creative process. He knows the flow of ideas is more likely to be pulsating than continuous. He also knows that periods of sterility do not mean that the potential has dried up, but rather that new strength and direction are being gathered. he also has insight into the things that inhibit creativity and he knows that limited creative output is frequently due, not to lack of creative ability, but to inner barriers to expression. He has mastered some of the methods which can be used to overcome the blocks. Much can be accomplished in this direction by periodically

discussing with creative people their work problems, the procedures and attitudes that go into producing ideas, and the barriers to creativity they encounter. . . It helps if the supervisor writes up a series of critical incidents of success and failure in creative work as they occur and then uses this material in discussion and analysis. . .

Show professional knowledge

While not as up to date in every detail of the activities as are the people he manages, the ideal creative manager nevertheless has the knowledge to enter into the problem at any point and help the creative man in that man's own specialty. Unless he has this background of fundamental knowledge, he cannot adequately communicate with each member of his staff and win respect and confidence.

. . . The ideal supervisor is a creative person himself. He is able to visualize the possibilities inherent in approaches and ideas that seem at first remote from the particular needs of a problem.

Communicate

Skill in communications spans areas such as the ability to express ideas clearly, the ability to lead and arbitrate discussions, the ability to ask intelligent, searching questions that stimulate, sput and encourage thinking and work. The successful leader also has mastered the skills of listening, not only to what is said, but what lies behind the words. Patient listening to their problems enables his people to gain self-understanding. It also enables the supervisor to know his people better. He also makes sure that his people communicate with persons in other lines in the organization. Explaining their ideas to

persons with a different background and field of interest stimulates their own thinking. . . Creativity thrives where individuals at all levels feel a sense of partnership in the total activity of the organization.
Give credit

The ideal manager feels secure in his position. He is able to accept others' ideas and willingly admit that these are better than his own. He does not feel that he alone has to retain the power of a decision, or that he ought to know more than his people and be ahead of them, lest they show him up. He leans over backward to see that his group rather than he himself gets credit for accomplishments. He never dominates his group and when he produces ideas he does it without showing off.

Take calculated risks.

The ideal supervisor of creative people gets satisfaction out of risk-taking creative ventures. He must have, in a sense, the spirit of play and experimentation. . . All creative work has an element of gambling in it along with the extreme faith of the individual that it is the right thing to do.
Assign responsibility.

The ideal supervisor makes assignments that conform to the personalities, interests and abilities of the individuals working under him. . . Tries to assign each person to a task in which he can take an active interest, out of which he can get satisfaction, and where his chances for contribution are the greatest. . .

In most businesses it is not feasible to give creative people complete freedom to select the problems on which they work. The supervisor gives them some choice. When a new problem or project comes up, he discusses it with the man he thinks has the proper combination of interests and qualifications to solve it. . . In selecting people who are to work together, he is sensitive to choosing those who would have a constructive effect on each other.

EMPLOYEES' COMPENSATION

To process injury reports, the Standard Form 92, "Supervisors Report of Accident" is reviewed by the Occupational Safety Officer. A check of this review will reveal if all compensation forms are submitted.

Then, to complete a report to the Bureau of Employees' Compensation and to Washington, D. C., the Safety Officer must check the following forms against each other:

- SF-92 - "Supervisors Report of Accident" - quadruplicate
- CA-1 - "Employees Notice of Injury and Original Claim for Compensation and Medical Treatment - duplicate.
- CA-2 - "Official Superiors Report of Injury" - duplicate.
- CA-3 - "Official Superiors Report of Termination of Total or Partial Disability; Report of Death - duplicate.
- CA-16 - "Official Superiors Authorization and Request (addressed to U. S. Hospital, U. S. Medical Officer, or Designated Physician) that injured Employee be provided Medical Treatment - duplicate

(One copy of each of the above forms is placed in the personnel folder, Personnel and Training Division, Region Three)

Here are eight Simple Steps to follow in reporting injuries:

1. Know the employees rights under the compensation law. He and his family are dependent upon your knowledge of the law.
2. Report every occupational injury without delay. If others are present at the time of the accident, get their names and statements as witnesses.
3. Arrange first aid treatment first. Infection is painful and costly to the employee. Even under compensation,

he will lose at least one-fourth of his pay check.

4. Keep available, the proper forms needed to secure adequate medical treatment, including Form CA-1.
5. Claim Form CA-4 for compensation should be submitted promptly whenever any loss of pay is involved. Although technically the employee may have a year in which to present his claim, the payment in which he is interested is dependent upon prompt completion of Form CA-4. No compensation is paid without it.
6. The supervisor must complete Form CA-2, present it to the Doctor attending the injured employee for his statement on the reverse side of the form, then forward it with the CA-1 to the Occupational Safety Officer, RM-310.6.
7. A safe workman draws full pay regularly. Show him how to avoid the accident that causes the injury, but, if he is injured, abide by the rules that assure protection to him and his family.
8. When in doubt, write to the Occupational Safety Officer, Region Three, RM-310.6. Compensation Manuals are maintained in this office to help answer questions.

INCENTIVE AWARD ACTIVITY

Chairman Walt O'Toole, FS Division, and Alternate Chairman Al Drakenberg, AT Division, head up the Incentive Committee that believes in affirmative action on worthwhile suggestions and Superior Performance Awards. The following suggestions were approved by the Local Committee:

Suggestion No. 72109 - Harold W. Bradford
F&M Division - \$30.00 Award.

concerns - Better recordings for Century Recorder.

Suggestion No. 20100 - William A. Hoelker
ATM Division - \$10.00 Award -
concerns - Method of Posting
Notices to Airmen and Pilot Report
information for comprehensive and
efficient dissemination during in-
flight and pre-flight briefing.

Suggestion No. 79616 - Gerald R. Jones -
F&M Division - \$125.00 Award -
Concerns - Installation of a level
on the CA-1422 Portable Localizer
Detector to increase accuracy of the
use of the instrument.

Suggestion No. 47059 - Harry E. Lewis -
F&M Division - Award of \$25.00 -
Concerns - The removal and re-
placement of the upper bearing in
the TACAN antenna.

Suggestion No. 61551 - Joseph C. McDermott - ATM Division - Award of
\$50.00 - Concerns - Flight Service
Training at Station.

Suggestion No. 21323 - Jack R. Quelle -
ATM Division - \$20.00 Award -
Concerns - Approach Control Strip
for new type Tower Consoles.

The Committee reviewed and approved
94 Sustained Superior Performance Award
recommendations for \$18,150.00 at its
May 9th meeting.

INSTRUCTOR TRAINING

The Training Branch conducted its first
Instructor Training Course between April
24 and May 5, 1961, with nine ATM and
five F&M participants in Rooms 125/126 at
the Regional Office.

This 80-hour course is similar to the one
offered Instructors by the Aeronautical
Center. The course seeks to provide FAA
personnel who are instructors in technical
training programs in the field with the cur-
rent thinking of professional educators in
such areas as learning, teaching methods,

evaluation and the use of training aids. A large percentage of course time is devoted to practice teaching by the trainees.

The Instructor Training Course, which was enthusiastically received by our first class, will be given in fiscal 1962 at Indianapolis, Kansas City, Chicago and St. Louis.

Those attending were - Front row left to right; Leland Cochran, Robert West, Dale Gerten, James Brasher, Charles Walter and James Tate; Back row - left to right: Edward L. Dodd, FM-3120; Benjamin B. Herr, CARF; Robert W. Coleman, Kansas City Center; Victor R. Roszhart, Chicago ATDO; Lawrence R. Koontz, Kansas City Center; Ray Edler, STJ CS/T; Frank L. Ramsbottom, ATFO IRK; and Cleo F. Noland, CS/T, Topeka, Kansas.

Instructors in the rear are Cleo Brock, Cyril Femrite and Barney Anderson.



R. A. Carmen, CS/T Chief, Springfield, Illinois, presenting Outstanding Performance Awards to ATCS Lyle Lowe and ATCS Harold E. Hurst.



AN ACCIDENT LOOKING FOR A PLACE TO HAPPEN

It was a typical day in Oregon. Low ceilings, with drizzle and about enough visibility to see the radiator ornament as I drove toward our airport.

I had just soloed the day previously, and wasn't about to let the weather deter me from another exciting experience at the controls of an airplane. I admit that I was pretty proud of my accomplishment, and had invited my next door neighbor to ride with me. I planned to fly to a neighboring town about 200 miles away where I knew there was a good restaurant.

On the way to the airport my neighbor, John Williams, expressed some worry about the trip.

"Don't worry about a thing," I reassured him, "I understand their hamburgers are excellent."

When we arrived at the field, the drizzle had turned to a hard, steady rain. This concerned me a little, as I was wearing my brown and white shoes, and my mother had warned me about getting them muddy. We checked with the local operator, and found that my regular airplane, a Cessna 120, was down for repairs.

The operator was a good-hearted fellow, though, and when he saw my disappointment, he assigned me another one, N334Ip, which turned out to be a Piper Apache.

"It's practically the same as a 120," he told me when I discovered there was an extra engine. "Just remember you have to pull the gear up."

After a pre-flight check of the airplane (I noticed the tail wheel was missing but didn't say anything to the operator for fear he would cancel the trip) we climbed aboard and began looking for the starter.

Just then the operator came running out to tell me there were severe thunderstorms at my destination, and warned me to be careful. I assured him I was not afraid of thunderstorms.

The takeoff was uneventful, but we did use what seemed to be a lot of runway for an airplane with two engines. (I learned later, we had taken off downwind with the parking brake on.)

We climbed into a solid overcast about 400 feet. This was a bad disappointment as I knew John would have been interested in the scenery. The air was pretty smooth, though, and except for the ice that kept forming over the windshield, there was little to see.

For a pilot with only six hours, I thought I handled the controls pretty smoothly although, for some strange reason, things occasionally flew out of my pockets up to the roof. John didn't seem to notice.

In fact, he kept staring straight ahead with a sort of glassy expression. I guess he was afraid of the height, as some non-pilots are.

After about an hour I began to be concerned over the fact I could not see anything. It was going to be difficult to spot other traffic around the airport at our destination, and I

hoped the other pilots would use a little good sense and keep a sharp eye in such bad weather. It was obvious that I was going to have to get down lower, if I wanted to see anything, it was too bad that the altimeter was so unreliable. It kept winding and unwinding rapidly, and I guess that it hadn't been kept in good repair.

Anyway, following this plan, I began to come down. Just then the left engine quit. No warning, nothing. It just quit. John made a sort of gurgling noise then, and it was about the first thing he had said since we left. I explained that there was nothing to worry about, as we had another engine, that we hadn't even used yet. So I started the right engine, and John felt better after that, and he went to sleep.

Well, pretty soon we did get down far enough so that I could see the ground. It was pretty dark under the clouds, and if it wasn't for the lightning flashes, it would have been hard to find any good landmarks. Then I spotted a highway, and remembered there was a highway near the airport we were headed toward, so I followed it. It was difficult to read the road signs in all that rain, and I had to stay pretty low. Several cars ran off the road when we passed them, and I could see it was true about flying being a lot safer than driving.

After a while, we did find the airport, but I had to fly around the tower a few times to make sure it was the right one. I didn't want to make a mistake and have everyone know I was just a student pilot. They were very hospitable at the airport, and flashed all sorts of colored lights as a welcome. So I landed and slid up to the parking area. (The operator should have mentioned that you had to put the gear down again.) Everybody there was pretty excited. It was easy to see they had never seen a Piper Apache before. John was still sleeping soundly, and I had to have help to carry him into the restaurant.

Well, I certainly learned about flying from that, and I want to pass on some good advice to other student pilots:

Don't believe everything you hear - the food was terrible.

WHO'S WHO IN THE R. O.

For those of you interested in associating names with faces, we suggest you turn to the inside back cover of this issue of FLIGHT LINES where you will find an organizational chart complete with photos of the Regional Manager's Staff and the Division Chiefs. We purposely placed this chart at the back of the magazine to make it easy for you to remove and keep for reference.

The next time the long distance phone rings you will be able to pull out this chart and look your Leader in the eye when you say "Yes, Sir" or "No, Sir."

PEOPLE'S PULSE

In the April issue of FLIGHT LINES we asked for your comments and ideas concerning this publication. We are pleased to report a substantial response to our inquiry but certainly not substantial enough. Those who did take the time to let us know their thinking, indicated, by and large, that they enjoyed the magazine and its contents, and while many of them read it from cover to cover, others are more selective. The consensus of opinion is that we are on the right track, and since no one has requested that his subscription be cancelled we shall proceed along the same lines.



AVIATION MEDICINE



FIELD
DIVISION
NO.3

FIRST AID

The First Aid Manual of the American Red Cross defines first aid as the immediate and temporary care given the victim of an accident or sudden illness until the services of a physician can be obtained. We will, from time to time, try to give first aid hints here which we think might be helpful to you.

ARTIFICIAL RESPIRATION

There are various ways to give artificial respiration manually but the "back pressure arm lift method" is recommended for general use by the American Red Cross. The technique is as follows:

1. Place the subject in the face down, prone position. Bend his elbows and place the hands one upon the other. Turn his face slightly to one side, placing the cheek upon the hands.

ALWAYS BE SURE THERE ARE NO OBSTRUCTIONS IN THE AIR PASSAGE. Fig. 1.



Fig. 1

2. Kneel on either the right or left knee at the head of the subject facing him. Place the knee at the side of the subject's head close to the forearm. Place the opposite foot near the elbow. You may kneel on both knees, one on either side of the subject's head if



Fig. 2

it is more comfortable. Place your hands upon the flat of the subject's back in such a way the palms lie just below an imaginary line running between the armpits. With the tips of the thumbs just touching, spread the fingers downward and outward. Fig. 2.

3. Rock forward until the arms are approximately vertical and allow the weight of the upper part of your body to exert slow, steady, even pressure downward upon the



Fig. 3

hands. This forces the air out of the lungs. Your elbows should be kept straight and the pressure exerted almost directly downward on the back. Fig. 3.

4. Release the pressure, avoiding a final thrust, and commence to rock slowly backward. Place your hands upon the subject's arms just above the elbows.


Draw his arms upward and toward you. Apply just enough lift to feel resistance and tension at the subject's shoulders. Do not bend your elbows, and as you rock backward the subject's arms will be drawn toward you. Then lower the arms to the ground. This completes the full cycle.

Fig. 4.



Fig. 4

The cycle should be repeated 12 times per minute at a steady rate. The compression and expansion phases should occupy about equal time, with the release periods being of minimum duration.



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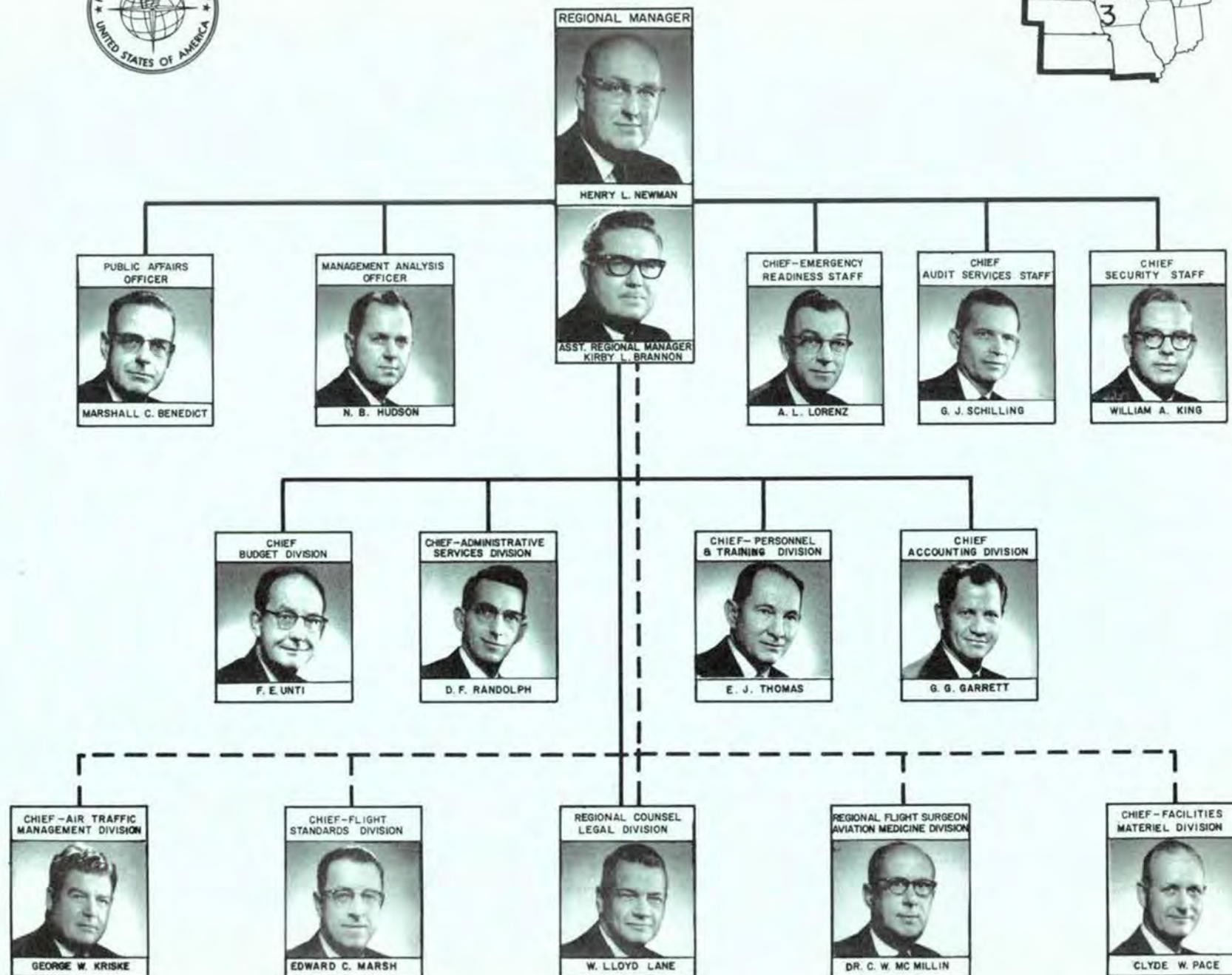
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FATAL FIVE

- 1 Excessive Speed
- 2 Recklessness
- 3 Following too Close
- 4 Improper Passing
- 5 Drinking



FEDERAL AVIATION AGENCY
REGION THREE



LEGEND

Denotes direct line of authority from Program Divisions to their respective Headquarters' Bureau and Office counterparts.

MAY 1, 1961

